

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 503.—Vol. XV.]

LONDON: SATURDAY, APRIL 12, 1845.

[Price 6d.]

Highly Important Sale of Fossil Organic Remains, Minerals, Shells, and other objects of Natural History.

MR. AUSTIN has the honour to announce that he is commissioned by the executors to offer to PUBLIC COMPETITION, on the premises, 15, Downy-parade, Bristol, on Tuesday, April 15, 1845, and following days, all the fossiliferous and mineral cabinets of **JOSEPH AUSTIN, Esq.**, deceased, containing upwards of

SIX THOUSAND SPECIMENS, collected at a very considerable expense, and including many highly interesting illustrations of the wonderful Oology of the ICHTHYOSAURUS, PLESIOSAURUS, and other gigantic saurian reptiles; also most extensive and valuable suites of ENCRINITES, PEN-TACRINITES, and TRILOBITES, amongst which will be found many specimens exhibiting the different parts of these complex animals in the highest character and beauty, acknowledged on all hands to rank amongst the finest extant, and which have been selected by the Messrs. Austin as illustrations for their "Monograph of Fossil and Recent Crinoids," now in course of publication.

The collection of FOSSIL FISH merits considerable attention. A choice selection of MINERALS will also attract the notice of the geologist and mineralogist, as well as the practical miner. Other objects, too numerous to particularise in the limits of this announcement, will also be offered—the whole being the result of nearly half a century's judicious selection, and noticed by Dr. Buckland in his *Bridgewater Treatise*, vol. i., p. 439, as the SPLENDID COLLECTION of **JOSEPH AUSTIN, Esq.**, of Bristol.

The entire may be viewed three days preceding sale, by catalogue (6d. each, returnable to purchasers), which may be had on application to Mr. Austin, Mineral and Land Surveyor and Engineer, Mining and Assay Offices, 3, Small-street, Bristol.

April 12, 1845.

PRINCE ALBERT MINE, NORTH MOLTON, DEVON.

—IMPORTANT SALE OF MINING MATERIALS, &c.—TO BE SOLD, BY AUCTION, BY MESSRS. SKARDON AND SON, on Monday, 21st April, 1845, at the hour of 10 A.M. precisely, at PRINCE ALBERT MINE, situated about one mile from North Molton-Town, in the North of Devon, the following very valuable MINING MATERIALS

—viz.: A WATER-WHEEL, 50-feet diameter, 5-feet breast, with cast-iron axle, &c.
7 3-feet 16-inch pumps
2 3-feet 11-inch ditto
1 15-inch working barrel
1 15-inch door-piece
1 15-inch windbox
1 10-inch working barrel
1 10-inch door-piece
1 10-inch windbox
A 12-fathom lift of 9-inch iron pumps
1 6-inch working barrel
1 6-inch door-piece
1 6-inch windbox
About 90 fathoms of 13-inch capstan rope, nearly new

Capstan shears, large angular bob, small ditto, loggerhead ditto, 3 pair yokes, shaft bob, balance ditto, pendulum ditto, large screwing stock, with tops and plates of various sizes, smith's bellows, 36 and 22-inch smith's anvils, vice, smith's tools, miners' ditto, new iron, wrought and cast scrap iron, new and old tackle ropes, miners' shovels and barrows, leather and safety fuses, iron and wood winch kibles, oak timber, casing plank, iron blocks, weighing beams, scales, and weights, 10 dozen flange bolts, 3 cwt. worked iron, 8 dozen of rod-pieces, powder, nails, large grinding stone, gigging hitch, miners' chests, tool and candle boxes, iron pulleys, and a great variety of other useful mining materials, of a superior description, and in excellent order.

Globe Fire and Life Insurance Office, 11 and 14, Bedford-street, April 8.

STAFFORDSHIRE.

COAL AND IRONSTONE MINES.—TO BE SOLD, BY

AUCTION, in the month of MAY next, by Mr. CORBETT, auctioneer, Bilston, the valuable FREEHOLD ESTATE and COLLIERIES, situated at Darlaston-green, adjoining to the Birmingham Canal, and the Birmingham Railway, containing about sixty acres; and also the MINES and MINERALS under the same together with the ENGINES, PITS, the very complete CEMENT-WORKS, FREESTONE QUARRY and MACHINERY thereon.

N.B.—The Birmingham Coal Company are now sinking a shaft to prove the Ironstone Mines, especially the Blue Flats, in the upper part of the estate—the lower part having already been sufficiently proved by the practical working of the same.

For further information apply to Mr. Rawlin, solicitor; Messrs. Tyndall and Son, or Messrs. J. Lawrence, at the Birmingham Coal Company's Offices, all of Birmingham; Messrs. Cape and Son, mine agents, West Bromwich; or to the auctioneer, Bilston.

COAL AND IRONSTONE MINES, GROSCOTE, near

Walsall, STAFFORDSHIRE.—TO BE SOLD, OR LET, on royalty, BY PRIVATE CONTRACT, all the valuable COAL and IRONSTONE MINES, lying and being under seventy acres or upwards of land, at Groscote aforesaid, commonly called or known by the name of the OLD MANOR FARM, and lying together in a ring fence, as the same is now occupied by Mr. Plant and others. The mines (which have been proved) consist of the 4-feet and the 15-feet coal, and several strata of valuable ironstone.

The worth and importance of these mines is enhanced by their being most advantageously situated in a densely populated and manufacturing district, and in the vicinity of extensive iron-works, now in active operation, being distant from Walsall about six miles; from Birmingham ten miles; from Lichfield six miles; and from Wolverhampton eight miles. Good bricks may be made upon the land, and the raising and getting of the minerals will not be attended with any great outlay. The coal mines possess the great additional advantage of having an excellent road, formed of rock, while the Wyrley and Edington Canal, which runs through the property, affords a ready communication with the neighbouring markets.

If thought desirable, the purchaser or lessee will have the option of purchasing the surface of the lands containing the mines, together with the buildings and cottages thereon erected. The property is freehold, and the land is of an exceedingly fertile character, and in high cultivation.

For particulars apply to Mr. J. Crowther Smith, solicitor, Wolverhampton; or to the proprietor, Mr. Joseph Smith, Rushall Mills, near Walsall.

COPPER MINE, NORTH WALES.—TO BE SOLD, BY

PRIVATE CONTRACT, all these valuable MINES and VEINS OF COPPER ORE, and OTHER MINERALS, under lands 600 acres in extent, called LLWYNDURISA, in the parish of Beddgelert, in the counties of Merioneth and Carnarvon, held under a lease, of which fifteen years are unexpired, subject to a royalty originally of 1-12th, but reduced to 1-18th, of the ore raised and made fit for sale, and under covenants highly favourable to the lessee; and there is no doubt that, if it be required, a new lease for an extended term may be obtained. The mine has been opened about seven years, and having been brought into a good working state, at considerable expense, a moderate outlay will now suffice to carry on the works, on an extensive scale, with every prospect of immediate and ample returns; large quantities of rich copper ore have already been raised and sold. There is a horse-wheel set up for working the mine by a shaft, and apparatus complete; also smith's blacksmithing houses, and other offices and buildings for cleaning and dressing the ore, with sundry mining implements. A good cart-road connects the works with an excellent turnpike-road, leading to the shipping place (Portmadoc), a distance of about five miles.

To any capitalist or company of proprietors these works present not only a safe but a most eligible investment, rather than an ordinary mining speculation. Further particulars may be obtained on application to Mr. Pritchard, Goat Hotel, Beddgelert.

COLLIERY TO BE LET (and may be entered upon immediately).—The LILLY HALL COLLIERY, adjoining the Gwerfyl Iron-Works, in the parish of Gresford, in the county of Denbigh, at a moderate royalty. The above affords a most eligible opportunity for investment of capital. The coal already worked consists of three strata of from 3 ft. 6 in. to 4 ft. in thickness, and it has been proved by borings that another vein of coal, 2 1/2 ft. in thickness, exists below these strata. To the colliery is attached an excellent steam-engine, of 13-horse power, at the lower pit, and two pits at the upper pits, which may be fitted up at a trifling expense. The colliery is within a convenient distance of the Chester and North Wales Mineral Railway, four miles from Wrexham, eight miles from the city of Chester, and is surrounded by excellent turnpike roads. The tenant can be accommodated with several cottages for workmen.

Further particulars may be had from Mr. Williams, Glynwern, near Denbigh; and from Mr. Richard Barker, solicitor, Chester.—Chester, March, 1845.

AN EXTENSIVE QUARRY OF IRONSTONE ON SALE

in NORTH WALES, situated near the sea, and connected with the adjoining shipping place by a railway of about two miles in length, constructed by the present proprietors of the quarry. The ironstone is of an excellent quality, and has been used in several of the South Wales Iron-Works. The ground is held upon a long lease, at a low royalty, and is comprised of two farms, each eighty acres each—the freehold of one of which may be now purchased. In the present opening, which is on the side of a hill, and worked by open cast, there is a perpendicular face of ironstone, of about fifty feet, the thickness of which will increase to upwards of 100 feet as the workings proceed up the hill. The rock under foot (the surface of which is on a level with the railway) contains, to all appearance, an inexhaustible bed of ironstone. The present opening is capable of producing 50,000 tons per annum, at a cost of 2s. per ton, including shipping the ore and every other expense.

A level has been already commenced (and which may be finished in a few months, at a trifling cost), leading from the railway to another portion of the ground, where an equal, or a larger, quantity of ironstone, of a similar quality, may be raised at the same low rate. To ironmasters, to capitalists who require investment, or to persons desirous of forming a lucrative concern under the management of a joint-stock company, these works present every inducement for the outlay of capital.

For further particulars apply to Messrs. Williams and Bruce, 3, Lothbury; or George Hemmery, Esq., 3, Norfolk-street, Strand, London.

IMPORTANT TO MINERS.—A MOST VALUABLE

INVENTION, for the BENEFIT of all MINING COMPANIES, is now TO BE SOLD. This most valuable invention, which is now to be sold, is worth more than three millions of pounds sterling for the mining countries of Cornwall, Devonshire, and Wales alone—which is saying a great deal, but no more than is true; because this valuable invention will enable all mining companies in future to work their mines for one-half of the expense which is now incurred in the working of mines, and it will enable some mining companies in future, in certain situations, to work their mines for two-thirds less expense than that which is now incurred in the working of mines; therefore, it is a most valuable invention indeed—and so it ought to be to a most valuable invention—for it has taken many years in combining ideas to produce the invention, and in discovering, by degrees, that it will perform several works in every mine with an astonishing cheapness for the shareholders thereof. The inventor is a Cornish miner by profession, who has had the direction of mines in his time, but as he is now getting in years, and finding himself too weak and infirm to bring the invention into notice, he has, therefore, concluded to sell it at once. As this invention is altogether unknown to mining at present, then it is certain that the purchaser of it will make a larger fortune by it than any other fortune which has been made in England as yet by the purchase of an invention, because there is not a mine in the world, however worthless and poor she may be, but what will give £1000 for a license to use this most valuable invention.—Apply by letter (post-paid), to "A. B. & Co. Mr. Orme's, stationer, 16, City-road, Finsbury-square, London.

TO MINE AND SLATE QUARRY ADVENTURERS.—

TO BE DISPOSED OF, BY PRIVATE TREATY, THREE-FOURTHS OF THE MINING INTEREST IN THE BENALLT MINERAL DISTRICT, CARNARVONSHIRE, adjoining the celebrated copper mines of Dwy-y-Coed and Shindda-Dylluan. The lease extends over 640 acres of land, for the usual term of years, with 1-12th royalty. One of the many mineral lodes has been cut by an adit level, 110 yards long, at a considerable outlay; the course is three feet broad, intermixed with copper, mundle, black jack, and lead ore; another adit can be driven at another perpendicular depth of 200 feet, to cut the same course, if judged advisable. The adventurers, principally small tradesmen, in order to make an effectual trial, and to give a person of moderate capital the ruling part, offer the above shares at the nominal value of the outlay. The mines are situated seven miles from the shipping port of Carnarvon, and one mile from the railway leading thereto. Also a Blue Slate Quarry, situated 4 1/2 miles from the above port, and on a range (at about two miles more westerly) of the immense slate vein of T. A. Smith, Esq. Terms of the lease three lives and fifty-one concurrent years; the royalty only 1-9th of the net profits. Such favourable terms and opportunity have rarely occurred. For particulars apply to Messrs. Jones and Hughes, Bangor Slate Wharf, Pimlico, London; Messrs. Jones and Pritchard, Carnarvon, North Wales; or to Henry English, Esq., 5, Shorter's-court, Throgmorton-street, London.

VALUABLE LEAD MINE AND COLLIERY FOR SALE.

—The LEASE of the valuable LEAD MINE of FALLOWFIELD, near Hexham, in the county of Northumberland, with all the MACHINERY, and now raising a considerable quantity of ore. The establishment is very complete, with pumping, drawing, and crushing-engines, washing apparatus, smelt-mill, with two hearths and air-furnace, with every other requisite for carrying on the mine upon an extensive scale, and situated within two miles of the Newcastle and Carlisle Railroad. Also the LEASE of the FALLOWFIELD COLLIERY, adjoining the Lead Mine. The winning is nearly new, with an excellent seam of very fine coal, for which there is a considerable sale to Hexham and the neighbourhood.—For further particulars apply to Mr. Henry Smith, at Mr. Watts's office, High-bridge, Newcastle-upon-Tyne; or to Mr. John Henderson, at the mine.

TO CAPITALISTS AND MANUFACTURERS OF WHITE

LEAD.—TO BE SOLD, BY PRIVATE CONTRACT, the whole of the FREEHOLD PREMISES and substantial BUILDINGS, occupying 1 1/2 acres of ground, and situated upon the edge of the Old Birmingham Canal, adapted to the manufacture of White Lead on a large scale, consisting of spacious and lofty carbonizing, washing, and drying rooms; also paint mills, store rooms, litharge furnaces, laboratory, offices, and dwelling-house attached; smithy, stables, and extensive yard; with STEAM-POWER of 38-horse power—the whole of excellent construction and in complete repair. These premises would be applicable to any manufactory requiring large and lofty room. British White Lead Company, Birmingham, March 18, 1845.

TO BE SOLD, OR LET ON LEASE, A MILL AND FORGE,

complete, capable of turning out 100 tons of iron per week; it is situated on the quay side, at WORKINGTON. Coal is plentiful and cheap, being got in the immediate neighbourhood, and the charge for transit to several good markets is moderate. Apply to Mr. Ralph Clay, Workington, Cumberland.

WHEAL PRUDENCE MINE, ST. AGNES, CORNWALL.

—The ADVENTURERS having determined to DISOLVE their COMPANY, an opportunity is now presented to such gentlemen of spirit as may be DISPOSED to EMBARK a LIMITED CAPITAL in the further prosecution of the mine. The sett, which has about twenty years to run, together with all the valuable MACHINERY, is now, therefore, OFFERED to the PUBLIC in ONE LOT—TENDERS for which will be RECEIVED by the UNDERSIGNED until Tuesday, the 23rd inst., and a decisive answer given on the following day, subject to the approval of the Duchy to the party whose offer may be accepted. This mine was set at work in October, 1843, and is now in a complete course of working, having a 50-inch pumping-engine, with two boilers; and a 24-inch hauling winch, with crusher attached, and every other requisite for carrying on the mine on an extended scale.—Every facility will be given to persons wishing to inspect the mine and materials by the resident agents, and for any further information application should be made to

Dated Penzance, April 3, 1845. RICHARD V. DAVY.

CONSOLIDATED TREILO MINING COMPANY.

Mining Offices, 8, George-yard, Lombard-street, March 28. The directors hereby give Notice that the BUSINESS of this company will in future be conducted at THESE OFFICES, instead of at No. 6, St. Mildred's-court, Poultry; and they further give Notice, that all SUMS now DUE for CALLS and ARREARS must be PAID on or before the 12th April next, to Messrs. Williams, Deacon, and Co., bankers, Birchin-lane.

CORNUBIAN MINING COMPANY.—Notice is hereby

given, that the ANNUAL GENERAL MEETING of the shareholders of this company will be HELD at No. 44, Finsbury-square, London, on Monday, the 12th day of May next, at Two o'clock precisely.—London, April 10, 1845.

UNITED HILLS MINE COMPANY, April 5, 1845.—

Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders in this company will be HELD on Thursday, the 24th day of April inst., at the office of the company, 5, Adam's-court, Broad-street, at One o'clock precisely, to take into consideration the propriety of raising further capital for the better and more effectual working of the mines of the said company, by increasing the number of shares, or of taking such other steps as may appear advisable for that object.

By order of the directors, JAMES SMITH, Secretary.

OFFICE OF THE GOVERNOR AND COMPANY OF

COPPER MINERS IN ENGLAND, Old Broad-street, London, 8th April, 1845.—The Court of Assistants of the Governor and Company of Copper Miners in England hereby give Notice, that the HALF-YEAR'S DIVIDEND, declared this day, at the rate of 5 per cent. per annum, free of deduction for income tax, on the paid-up capital stock of the company, will be PAYABLE at their house, Old Broad-street, on and after Thursday, the 24th inst.

By order of the Court of Assistants, W. INGLIS, Secy.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

SMART'S ELLIPTICAL CONVEX METALLIC FLOATS, for STEAM-SHIPS, as applied to the Bristol and Dublin steamer SHAMROCK, and to the SWIFT, between Newport and Bristol; and also to the OSBERT, running between Bristol and Waterford. The patentee has now the satisfaction to announce, that, in addition to the ships already named, he has granted a LICENSE to the Bristol General Steam Navigation Company to USE his PATENT FLOAT in all their steam-ships, comprising the Dublin, Cork, Waterford, and the various channel port steamers, varying in power from forty horses to two hundred each.

The numerous ADVANTAGES attending this valuable invention may be seen below:

1. The appearance of these floats is light and elegant.
2. Their durability and stability are indisputable, as may be instanced by the *Shamrock* steamer, which has been fitted with them for nearly twelve months, and has since steamed twenty-five thousand miles. The floats are now as firm and good as they were the first day.
3. Vibration is reduced so as to be scarcely perceptible; thus, the engines are eased, and both they and the ship suffer less wear and tear; and, from their peculiar form, they are strikingly advantageous in cases of strong head wind and heavy sea. Backwater and undulation is also reduced to its smallest quantity, and thereby lessening the chance of accident to small boats, barges, &c., which has hitherto been consequent on the operation of the common paddle-boat, particularly in crowded rivers.
4. They more readily arrest the progress of a ship in chances of a collision, the concave side taking the water when this operation is performed. This is of great importance in preventing collisions, or backing off a shore.
5. They are very simple, and are easily applied to any paddle-wheel, at nearly the same cost as the common float, and THEY INCREASE THE SPEED MORE THAN ONE KNOT PER HOUR.

For license to use them (for which the charge is 10s. per horse-power), apply to the patentees, Mr. ROBERT SMART, 5, Grenville-place, Hotwells, Bristol, who will personally attend the fitting, if required, his travelling expenses being paid.

AGENTS.

Messrs. George Lamell and Co., engineers and shipbuilders, Bristol.
W. J. Le Fèvre, Esq., Southampton.
J. N. Smart, Esq., Swansea.
Thomas Mowat, Esq., engineer, Leith, near Edinburgh.
Scott, Sinclair, and Co., Greenock.
W. R. Hutchinson, Esq., Hull.
J. R. Fin, Esq., Dublin and Liverpool.
Jukes, Coulson, and Co., 15, Clements-lane, London.

* Testimonials of the highest order, on application to the patentee or his agents, Bristol, December, 1844.

RYE AND THOMAS, MINE AGENTS AND DEALERS

IN STOCKS, RAILWAY AND OTHER SHARES, 80, OLD BROAD-STREET, LONDON.

MR. W. FORDYCE, SHAREBROKER, 15, GREY-STREET,

NEWCASTLE-ON-TYNE.

MINING AND RAILWAY OFFICE, LISKEARD,

CORNWALL.—Mr. T. MOON having been, for a considerable time past, successfully engaged as AGENT for many parties investing capital in the above and other prosperous districts, begs most respectfully to assure all persons wishing to PURCHASE SHARES, that orders, to any extent, entrusted to him, will meet with the most prompt and conscientious attention, and the best and most authentic information at all times afforded. P. M. will generally be found at home on Tuesday and Saturday, for the convenience of gentlemen at a distance.

MANAGER WANTED FOR PLATE GLASS WORKS.

—The MANCHESTER AND LIVERPOOL GLASS COMPANY are prepared to RECEIVE APPLICATIONS for the SITUATION of MANAGER, and as it is intended to engage the first talent and experience obtainable, a liberal salary will be given. Applications, accompanied by testimonials and references, to be sent to my office, Manchester-street, Manchester, on or before Wednesday, the 23rd day of April, and all communications will be held confidential. The works are expected to be in operation in about four months. RUFERT INGLEBY, Jun.

BLAENAVON IRON AND COAL COMPANY.—Notice is

hereby given, that the ANNUAL GENERAL MEETING of the shareholders of this company will be HELD at their offices, Pancras-lane, London, on Friday, the 30th day of April next, at Two o'clock precisely, when, in addition to the report of the accounts and transactions of the past year, it will be proposed to the meeting to determine on the best means of increasing the capital for the completion and bringing into immediate operation the new works of the company, and for other purposes.

By order of the board, JAMES BOOTH, Secretary.

Offices, 4, Pancras-lane, March 20, 1845.

PATENT ELASTIC PAVEMENT COMPANY.—The

committee of management, with a view to prevent irregularities by communications being addressed to the factory, respectfully request that, in future, all ORDERS for STABLE PAVEMENT, MATTING for CHURCHES, &c., may be sent to the chief office, 42, Lombard-street.

By order of the committee, F. G. GREVILLE, Secretary.

STEAM-ENGINES, from 8 to 16-horse power, ALWAYS IN

STOCK.—Apply to Mr. Cepper, engineer and ironfounder, Birmingham.

Price.....£12 per horse.

N.B.—CASTINGS AND FIT WORK MADE TO ORDER.

TO RAILWAY CONTRACTORS AND OTHERS.—OAK

POLES AND WRONGS, and some SMALL OAK TIMBER, at BECKENHAM, in Kent.—TO BE SOLD, BY SEALED TENDER, addressed to Mr. Gibbons, Fox Grove Farm, Beckenham, Kent, on or before Twelve o'clock on Monday, April 21, above ONE THOUSAND OAK TREES, adapted in the most part for posts and rails, with tops, logs, and bark. The trees stand upon Lewisham Landwood, and may be viewed at any time before Monday, April 21, by inquiry at Mr. Gibbons's, Fox Grove Farm, Beckenham, from whom printed conditions of sale may be had on application.

The vendor reserves the right of rejecting the highest tender.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING

AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE for MACHINERY AND AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public. References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

TO RAILWAY COMPANIES, ENGINEERS, AND

MACHINISTS.—FENTON'S ANTI-FRICTION METAL—a CHEAP SUBSTITUTE for BRASS in the STEPS and BEARINGS of STEAM-ENGINES and MACHINERY—possesses the following ADVANTAGES compared with that metal—increased durability, diminished friction, and consequent saving in consumption of oil, cheaper in first cost, not only in price, but also by a less specific gravity. It has been in use for some time on many of the principal lines of railway in the country.

Ingots, at 65s. per cwt., may be obtained from the patentees.

FENTON and BOTT, 5, LOWER MOSLEY-STREET, Manchester.

RAILWAY WHEELS.—Two years' very extensive experience

has demonstrated that T. BARKS'S PATENT MODE of RENEWING the WORKING SURFACE of WHEEL TIRES, with STEEL, effects a SAVING OF FIFTY PER CENT. of the expense of railway wheel tires above any other plan hitherto used.

For TERMS of LICENSE for England, Scotland, and Ireland, apply to

T. BARKS, ENGINEER, GERMAN-STREET, MANCHESTER.

The following firms have taken LICENSES to SUBSTITUTE their own respective localities—

Messrs. Robert Stephenson and Co., engineers, Newcastle-upon-Tyne.

Swayne and Borill, engineers, Millwall, Poplar, London.

Kilson, Thompson, and Co., engineers, Leeds.

THE ELECTRIC TELEGRAPH.—COOKE AND

WHEATSTONE PATENTERS.

The ELECTRIC TELEGRAPH has been adopted on the following LINES:—BY ORDER OF THE LORDS OF THE ADMIRALTY, on the South-Western Railway, as a GOVERNMENT TELEGRAPH from the ADMIRALTY, Whitehall, to FORTSMOUTH, about SIXTY MILES.

On the same line, as a Commercial Telegraph from Nine Elms to the Port of Southampton, 77 miles—with a branch to Gosport, 15 miles.

On the London and Blackwall Railway.

Great Western Railway, from London to Slough, 18 miles—the Windsor Telegraph.

Yarmouth and Norwich Railway, a "Single Way," 20 miles.

London and Dover Railway, from Tunbridge to Maidstone, a "Single Way," 15 miles.

Part of the Oldham Branch Railway.

Part of the Leeds and Manchester Railway.

Part of the Edinburgh and Glasgow Railway.

The Dalkey (atmospheric) Branch of the Dublin and Kingstown Railway.

London and Birmingham Railway—viz., from Northampton to Peterborough—a "Single Line," 47 miles.

In addition to the above, the Telegraph is about to be laid down on several "single lines" in different parts of England, Scotland, and Ireland.

Mr. Cooke is prepared to grant LICENSES for the use or erection of the Telegraph for entire districts of country, where the boundary can be accurately defined.

Mr. Cooke will also undertake to erect a Telegraph in any part of the United Kingdom for a fixed amount.

For further particulars apply to W. Fothergill Cooke, Esq., Kidbrooke, Blackheath; or to Robert Wilson, Esq., solicitor, 1, Copthall-buildings, London.

THE PATENT GALVANISED IRON COMPANY beg leave

to announce to the public, that they are prepared to SUPPLY ROOFING, SHIP SHEATHING, AND FASTENINGS, CHAINS, and the endless variety of articles to which iron, not subject to rust, may be applied.—Testimonials may be seen by application at the office, 3, Mansion-house-place, London.

CAUTION.—THE PATENT GALVANISED IRON COM-

PANY having ascertained that certain PARTIES are INFRINGING their PATENT by the MANUFACTURE and SALE of a SPURIOUS and COUNTERFEIT ARTICLE, to the injury of the company and the detriment of the public, hereby give NOTICE, that this COMPANY have the SOLE PRIVILEGE of manufacturing and selling IRON COATED WITH ZINC, commonly called "Galvanised Iron," and that they will inflict the utmost PENALTIES of the law upon all PERSONS MANUFACTURING or SELLING the same without their authority, as well as upon all persons buying or using any Galvanised Iron not manufactured by them, or sold under their authority.

3, Mansion-house-place, London, Jan. 24, 1845.

PATENT GALVANISED IRON COMPANY.—

A DIVIDEND, at the rate of 8 per cent. per annum, free of income tax, for the half-year ending the 31st of December, 1844, will be PAYABLE to the proprietors on and after the 25th of April inst.

At the Meeting, held at the company's offices, on the 31st of March, the following resolutions were unanimously passed:—Resolved.—That the report of the directors and the accounts now submitted be received, adopted, and entered on the minutes.

Resolved.—That the dividend now declared be payable on and after the 25th of April inst.

Resolved.—That it is expedient to erect four additional furnaces and their appurtenances—viz.: three at Garth and one at Cefn Cxw, and that the measures already taken for this purpose by the directors be approved, and they are hereby authorised to take all necessary measures for erecting and completing the said furnaces and appurtenances.

Resolved.—That it is expedient to increase the capital of the company to its full amount of £200,000 by the issue of the remaining shares.

Resolved.—That the best thanks of the meeting be given to the chairman and directors for their report, and for the great zeal and assiduity in conducting the affairs of this company to the present time.

Resolved.—That the thanks of the meeting be given to Messrs. Mallin and Rawlinsons for the ability with which they have discharged the duties of managers of this company.

The report lies at the office for the inspection of such shareholders as were not present at the meeting.—3, Mansion-house-place, April 1, 1845.

RAILWAY GAZETTE.

PROGRESS OF RAILWAYS.

The transactions in railway shares have this week been more buoyant than ever: speculation appears again to be on the increase, and the desire of investing, so far from being checked, continues as restless and unabated as ever. Scotch and Irish railways appear to hold a prominent position at the present moment; and while the latter are especially in great request, it may be mentioned, as an instance of the high favour of the former, that for the allotment of 22,000 shares in the Great North of Scotland, there were applications for no less than 200,000, and in the Inverness and Elgin Railway, where only 15,000 of the total amount of 300,000 were to be allocated, 109,652 shares, representing a sum of 2,193,040*l.*, were sought for. This, indeed, looks as if the mania for speculation had not in the least subsided; but it is not to this class of stock that the spirit is confined; even in novel propositions to be applied to railways, the anxiety to invest is singularly perceptible; we believe that, for the 12,000 shares into which Pilbrow's Atmospheric Railway capital is divisible, above 36,000 have been already applied for. This sudden eagerness to speculate is, doubtless, attributable, in a great measure, to the eminent success attending enterprise in similar projects. Railways appear daily progressing, not only in extension, but receipts, and affording thus a steadily increasing return for capital; such investment is naturally considered a safe as well as eligible medium for permanent enterprise.

The increase in the traffic receipts of the undermentioned twenty-two railways, for the first thirteen weeks of this year, as compared with the corresponding period of last year, amounts to 148,504*l.*—viz.:

Chester and Birkenhead.....	41152	London and Croydon.....	62089
Eastern Counties.....	4638	London and South-Western.....	1722
Edinburgh and Glasgow.....	3395	Manchester and Birmingham.....	7236
Glasgow and Greenock.....	467	Manchester, Bolton, and Bury.....	1676
Glasgow, Paisley, and Ayr.....	3392	Manchester and Leeds.....	15600
Grand Junction.....	11675	Midland Company.....	30868
Great North of England.....	3752	Newcastle and Carlisle.....	2233
Great Western.....	27320	North Union.....	3022
Liverpool and Manchester.....	8356	Fresno and Wyre.....	1661
London and Birmingham.....	13921	Sheffield and Manchester.....	2030
London and Brighton.....	6117	York and North Midland.....	5389

THE GREENWICH COLLIERY RAILWAY BILL.

As this project is now engaging very general attention, and its progress through Parliament vigorously opposed; and as its nature is, nevertheless, very imperfectly understood, we will give a brief sketch of its principal features, and thus enable our readers to form some opinion on the objections raised by its opponents, and the merits contended by its friends. The bill, which has been introduced into Parliament, seeks the authority of the Legislature, to construct a tram road from the colliery of the hospital at Scramston to the Tweed, and up the side of that river to the south end of Berwick-bridge, urging that it would greatly improve the property of the hospital, and increase the value of the collieries and quarries, by facilitating the conveyance of coals, stone, and other minerals, and thus indirectly benefit the public. The commissioners have expressed their willingness to defray all the costs and charges of the undertaking, and take upon themselves the responsibility of its execution, contingent on the sanction of the Legislature. Against this, it is urged by several parties, that the whole project is a job, concocted by the lessees and agents of the hospital, who, it is alleged, are also partners in the colliery. It appears that a few years ago, Mr. John Grey was one of the proprietors of the Scramston Colliery, as well as agent and manager of all the estates of the Royal Hospital of Greenwich, in Northumberland, and other localities. A short time since, this gentleman retired from his situation as lessee and partner of the mine, and now, within a short period of his withdrawing from the partnership, the project has been broached for connecting the mines with the hospital! The parties who oppose the bill contended on these grounds, that the affair has been concocted by Mr. John Grey for the benefit of his collieries, that his withdrawal from them was only a ruse, and that his open continuance in the partnership would be too glaring, whilst foisting on the public a scheme for directly benefitting the concern, and that he therefore affected to retire, while virtually retaining his interest in it. It is contended, that freehold property is sacred, and cannot be invaded, except upon the principle of public policy, and that when the property of the hospital is so much mixed up with that of other landowners, and where way-leaves, under private arrangement, have so long prevailed, mutually satisfactory to all the interested parties, it is a dangerous principle to introduce—that a public institution should have a right to assume powers, which no individual possesses, and that, if once conceded, the power will be arrogated, of compelling every party to sell his land, if the corporation, or its lessees, have a fancy to possess it. It is, therefore, met with a strong opposition by the various landowners and other parties, who consider its objects tend to benefit the hospital alone, and having no probability whatever of proving advantageous to the public. The second reading was accordingly met with the vigorous resistance of Mr. Hinde, Mr. Forster, and other Members, who, in addition to the objections embodied in our previous remarks, represented, also, that the bill was presented in its present form, in violation of a solemn pledge, given by the solicitor to a gentleman named Dixon, whose property would be considerably affected by the scheme, if promoted in its present shape. Its further progress was, therefore, moved to be postponed, for at least sufficient time as would enable the production of documents, explanatory of its objects; but Lord Lincoln, contending for the great advantage it would confer on the community, especially the neighbourhood through which the line will pass, refused to grant delay, and the bill was eventually read a second time. Such are the statements of either party; the Government has avowed its approval of the claimants, and it only remains to be seen, whether the public will acquiesce in that determination, and whether the landowners will persevere in their resistance.

EASTERN COUNTIES RAILWAY.

A special general meeting of the above company was held at the London Tavern, on Thursday, the 10th inst., HENRY BOSASQUET, Esq., in the chair. The SECRETARY having read the advertisement convening the meeting, the CHAIRMAN observed, that the cause of their being called together was, to authorize their converting 710,400*l.* of borrowed money into 48,900 shares of 14*l.* 16*s.* each; the calls on which had been extended over a long period, in order to make it as light as possible for the proprietors, and it was proposed to allow 4 per cent. interest on the calls from the time of their payment.—Mr. DUNCAN (the solicitor) then read the report, from which it appeared, that under the Incorporation and Amalgamation Acts of the company, a total number of 144,000 shares, of the nominal value of 254*l.*, but on which 14*l.* 16*s.* only had been actually paid, were issued, and ultimately consolidated into stock, and this step fixed permanently the amount of the stock, unless a favourable opportunity for capitalising the greater portion of the debt occurred. This opportunity had now presented itself, and it was proposed, therefore, to raise 710,400*l.* by the issue of new shares, and thus discharge the debt. The calls on the new shares, as paid up, will carry 4 per cent. interest, from the dates of their respective payments until the whole be paid up, and will extinguish debts to a like amount, now carrying from 4 to 5 per cent. interest; and, when all the calls have been paid, the last of which is fixed to be paid on the 31st January, 1847, the 48,900 new shares, and the 144,000 existing shares (the whole being then one consolidated stock of 2,841,600*l.*), will, subject to the deduction of the interest at a low rate per cent. on the remaining debt, as before mentioned, take rateably the whole income of the Eastern Counties Company, provided by the amalgamation agreement—viz., 132,500*l.* per annum, and the two-thirds of the divisible fund of surplus income, arising beyond this fixed yearly charge.—The adoption of the report being proposed by the CHAIRMAN, and seconded by Mr. RUTTER—Mr. D. W. HARVEY, while approving of the proposed measures, considered it requisite for their interest to oppose the application of the Cambridge and Lincoln Railway Company, for a branch line from Tottenham to Farringdon-street, by obtaining which they would be, in conjunction with other lines, forming a grand trunk line from the City to the extremity of Scotland, which, he contended, from their position, and with proper management, they ought to obtain, by extending their terminus from Shoreditch to Farringdon-street, instead of Finsbury-square, as proposed; he thought this might be accomplished, and he, therefore, suggested, that the directors should communicate with the Board of Trade on the subject, and by all means oppose the application of the Cambridge and Lincoln Railway Company on that point, although not in a spirit of hostility; for he felt that, by carrying out this object, their line would, as it ought, be the great trunk line from Shoreditch to Scotland.—Several proprietors wishing to address the meeting, the CHAIRMAN took the opportunity of reading the clause of their Act of Parliament, showing that they could not enter upon any subject at a special general meeting but what was expressed in the notice; at the same time, he felt reluctant to call the hon. proprietor to order, and that both himself and colleagues would give the best attention to the valuable suggestions thrown out by him.—After a short discussion, the resolution for the adoption of the report and resolutions was carried unanimously, and the meeting separated.

CLARENCE RAILWAY COMPANY.

A general meeting of the proprietors of this company was held on Tuesday, the 10th inst., at the George and Vulture Tavern, H. BLANCHARD, Esq., in the chair. The SECRETARY (Mr. Benson) read the report, which stated that the gross receipts for the year ending 31st Dec., 1844, were 83,279*l.* 19*s.*, being 4,408*l.* 18*s.* 3*d.* more than in the previous year. Upon the gross receipts of the year 1844 (983,279*l.* 19*s.*), a net profit arises of 15,473*l.* 6*s.* 7*d.*, being an increase of 2,648*l.* 16*s.* over the profit for the year 1843. The general "strike" throughout the coal trade, in the north of England, in the year 1844, which embraced a period of four months in that year, considerably diminished the income, that the company would otherwise have received. It was desirable that the company should relieve itself from the necessity of annually providing the instalment in respect of the Government principal money; and the most practical mode that suggested itself to the committee for effecting that object, was by an issue of perpetual 4 per cent. Government loan shares, under the powers reserved to the company by their Act of Parliament, obtained in 1843. To legalise this measure, it would be necessary that it should have the concurrence of the proprietors, at a special general meeting to be held for the purpose, and therefore it will remain a point for future consideration. The balance sheet presented a total amount of receipts of 83,279*l.* 19*s.*, and a gross expenditure of 17,806*l.* 12*s.* 5*d.*, leaving a balance of profits for the year of 15,473*l.* 6*s.* 7*d.*, from which, deducting the amount of dividend, interest, and abatement, in all, 13,180*l.* 19*s.* 5*d.*, showed a net balance in hand of 2292*l.* 7*s.* 2*d.*. On the motion of THOMAS STURGE, Esq., seconded by J. A. SMITH, Esq., the report was received and adopted. Mr. STURGE also proposed, and Mr. STOKES seconded, a resolution, that the meeting was of opinion that the carrying out the suggestion of the report of paying off the existing debt due to the Exchequer Loan Commissioners, by an issue of 4 per cent. Government loan shares, would be beneficial to the shareholders generally, and they request the committee to carry out the measure. A vote of thanks was then passed to the chairman, and the meeting stood adjourned to the 31st March, 1846, to be held at Stockton-on-Tees.

LINCOLN, YORK, AND LEEDS RAILWAY.

A meeting of the proprietors of this line, which proposed to continue the Northern and Eastern, and the projected Cambridge and Lincoln Railways, northward from Lincoln to York, with branches to Doncaster and Nottingham, was held at the Guildhall Coffee-house, on Saturday, the 5th inst., J. M. FAWCETT, Esq. (deputy chairman), presiding.—The object of the meeting was to receive the directors' report on the present position of the company's affairs, and to determine on what course they should pursue in consequence of their rejection by the Board of Trade. The report attributed their failure to the connection they had held with Mr. Ald. Vickers, who up to January last had arrogated the whole direction of the company. The number of shares allotted was 45,051—while deposits had only been paid on 19,129. Had good faith been kept the directors considered they would have at least been in a position to go to Parliament, and that with every chance of success; but, as it was, they feared the scheme must, at any rate for the present session, be abandoned. The report concluded by calling on the proprietors to release the company from its present embarrassment, and suggested that if the necessary capital could be raised it would be better to dissolve the company; to obviate this decisive step, however, the directors would agree to take a large majority of the shares if the proprietors would take the remainder.—Alderman VICKERS having rose to explain his conduct, was prevented by the chairman, in consequence of his having failed to pay the deposits. Mr. Vickers offered to pay them up on the spot, and inquired the amount; but being informed by the secretary it would be 687*l.* 10*s.*, he found he had not that sum in hand, but proposed to pay the deposit on 100 shares on account, or on the whole 500 on Monday. These offers were declined; but, on the subject of leasing their interest in the line being discussed, a communication was received from Mr. Vickers, to the effect that he was willing to give 7000*l.* for the line, 5000*l.* of which he would pay into the bank on or before the Thursday following. The communication was accompanied by a 200*l.* note, which Mr. Vickers declared he would forfeit, if he did not perform his promise. An adjournment to Monday was then moved, and carried unanimously.

The adjourned meeting was accordingly held on Monday, when, in the absence of Alderman Farncomb, Mr. ATKINSON took the chair, who stated, that the committee of directors had thought it advisable to abandon the line from Leeds to Doncaster; but if possible to prosecute their claims with respect to the remainder of their project in Parliament. To effect this, however, it would be necessary that 80,000 shares should be subscribed for, and the deposit of 1*l.* 5*s.* per share paid upon them immediately; this would put them in a position at once to resist the object of their adversaries, and advance their own. Of this number 18,000 had been already subscribed for, while it rested, therefore, with the meeting to dispose of the remaining 12,000. He (the chairman) would put his name down for 1000, and he trusted that the proprietors would see the necessity of coming forward at once, and rescuing the company from its present difficulties, and at a small risk insure a great and lasting benefit. Several of the directors and the solicitor of the company then put down their names for various amounts of new shares varying from 500.

Mr. LUCK inquired how many shares Mr. Alderman Farncomb and the Lord Mayor had subscribed for, and why were the directors' names left blank in the Deed of Settlement?—The CHAIRMAN replied, that the two aldermen mentioned by Mr. LUCK, had only signed for two shares, but the directors had all signed to a large amount.—In answer to an inquiry from Mr. James, it was stated by Mr. BLACKBOURNE (the secretary), that the expenses for going to Parliament would not exceed 200*l.* or 300*l.*; and, in accordance with a suggestion from that gentleman, that sum was mentioned as the limits, in the guarantee which the proprietors would be required to sign.—After a long and desultory conversation respecting the expediency of incurring further risk in an enterprise which many regarded hopeless, Mr. LAMERTE proposed, and Mr. LUCK seconded a proposition, that in consequence of the unfavourable report of the Board of Trade, it was inexpedient to proceed further with their measure this session, and that in the meantime the directors be authorised to effect any arrangement which might be deemed advantageous for the sale of their line, sections, &c.—The motion was, however, lost by a large majority, and a series of resolutions subsequently carried embodying the substance of the chairman's recommendation.—It was mentioned in reply to a remark respecting Mr. Vicker's offer, that no idea was entertained of his promise being ever fulfilled; and the directors had, therefore, abandoned all prospect of selling the line to him.—A great number of shares were subscribed for on the spot, and the meeting separated, standing adjourned till some day which the directors might hereafter name, subsequent to the 17th of April.

AUSTRIAN AND SARDINIAN RAILWAY COMPANY (ORIGINAL LINE), FROM MILAN TO GENOA.—A meeting of Mr. Edward Joseph's friends took place at the Jamaica Coffee-house, Cornhill, on Monday, the 7th inst., when, on hearing his explanation, and, thinking he had been unfairly treated by the other company, they resolved to form a new company, which should carry out the project according to the original prospectus, and to the satisfaction of the original projector and proprietors, which was carried by a large majority, and 6200 shares were immediately subscribed for, when the meeting adjourned.—[Since the meeting, we understand, nearly all the remaining shares have been taken by influential parties; and it is to be hoped that this undertaking, which offers such a profitable return for capital, and increased facilities to travellers, will be carried out forthwith by this or by some other company.]

HAYLE RAILWAY.—The meeting of this company, advertised for Thursday last, was postponed till the West Cornwall Railway Bill shall have passed through Parliament. It has been read a second time, and is expected to be committed shortly.

SHEFFIELD AND MANCHESTER RAILWAY.—A meeting of proprietors was held at the Clarendon-rooms, Liverpool, on Wednesday, the 9th inst., for the consideration of matters of great importance; the chair was occupied by Richard Haynes, Esq.—Dr. Holland (of Sheffield) explained, at considerable length, his reasons for thinking that the line ought not, as proposed, be leased to the Manchester and Birmingham Company; and, after a brief discussion, the following resolution was adopted:—That this meeting are satisfied with, and approve of, the reasons adduced by Dr. Holland, in support of the motion of which he has given notice, to oppose the progress of the bill for leasing the Sheffield and Manchester, and that he be requested to support the same at the approaching meeting of the Sheffield and Manchester shareholders.

CENTRAL OF SPAIN RAILWAY (MADRID TO BADAJOZ).—An advertisement appears in our columns to-day announcing this line of railway, which is to connect the Royal North of Spain line with the Portuguese line from Lisbon to Glos, near the frontiers of Spain and Portugal. We have it on unquestionable authority, that the Conflanca Company, with whom the Portuguese Government have contracted for the execution of all the public works in the kingdom, have secured the exclusive privilege of constructing roads, and have become bound in a heavy penalty, to complete the railway to Glos within a limited period. This line, therefore, seems judiciously laid out, to effect the complete communication by railway, from the extremity of Spain, in the Bay of Biscay, to Lisbon. The map clearly indicates the course of the line; through the fine province of Estremadura, and, we understand, presents no engineering difficulties of any magnitude.

ENNISKILLEN AND SLIGO.—This line proposes to form a direct communication between the northern and western provinces of Ireland, by joining the line from Armagh to Portadown and Belfast on the one hand, and the proposed railway from Dundalk to Enniskillen on the other; thereby, also, connecting the important maritime town of Sligo with Belfast and Dublin, besides the intermediate sea-ports on the eastern coast of Ireland. It will commence at Enniskillen, and will proceed by the most favourable route westwards to Sligo, passing through a very productive and populous district of country. At the same time, by means of the extension of the Ulster line to Armagh; the Dundalk and Enniskillen, and the Dublin and Belfast Junction Railways, all of which have been approved by the Board of Trade, and that portion of the Newry and En-

nis-killen line which has, also, been favourably reported on, it will connect the ports of Sligo and Ballyshannon directly with those of Belfast, Newry, Dundalk, Drogheda, and Dublin; and, likewise, with Derry and Portrush by the railway communication proposed to them. The counties of Sligo, Limerick, and Roscommon, and the entire west of Ireland, will thus be developed; and, by an extension into the county Donegal, open up the resources of almost the entire island, and tend to increase the value both of the agricultural and commercial produce of the country, by affording a direct means of transmission to the English markets, and, by introducing English capital and enterprise, to facilitate the labour and enhance the prosperity of the domestic capitalists.

CORK, MALLOWS, AND KILLARNEY RAILWAY.—This line of railway is to form a direct communication between the city of Cork and Killarney, through Macroom and Millstreet, with a branch through Kanturk and Malloys, and there unite with the contemplated lines to Dublin and the north of Ireland; the total length, including the branch, being about seventy-two miles. It is at present intended to make arrangements with the Cork and Brandon Company for the joint use of their Cork terminus, and a portion of their line out of that city. The chief advantages apparent in this project, are the extensive markets it will open to the collieries of Duhallo, and the inexhaustible limestone quarries along the valleys of the Lee, the Bride, and the Blackwater. The Great Munster coal district is supposed to be the largest in the United Kingdom, and this opinion was lately confirmed by the Report of the Irish Railway Commissioners. How grievously is it to be lamented that a country ever complaining of its poverty, of the low price, or unemployment, of its labour, should throw away such enormous resources for national wealth. While every inch of ground in England, convertible into channels for labour and traffic, is turned with energy, for the social and general aggrandisement, here we have in the country that needs most both capital and employment, whole tracts of unequalled wealth lying disregarded and untouched; as well might they be bogs or deserts for the use the inhabitants make of them. Is there no enterprise in the proprietors?—Is there no poverty in the tenant? Why, in this country, such sources of mutual benefit would not be neglected for an hour. If a connection be made with these mineral fields, by the construction of railroads, there is an additional stimulus to develop the internal resources of the country—resources which we verily believe are inferior to no other in Europe. Recognising, therefore, in this undertaking, the means, if seized on, of inconceivable natural advantages, and the germ of future prosperity, we trust its labours will meet with the support, as well of the Legislature, as the country.

GREAT MUNSTER RAILWAY.—The object of this undertaking is to connect the counties of Kerry, Limerick, Tipperary, Clare, and the King's and Queen's counties, by traversing the towns of Tralee, Listowel, Tarbert, Killarney, Adare, Limerick, Nenagh, Roscrea, Borris-in-Osney, Shilron, Parsonstown, Killaloe, and various others of less note occurring in its route. The line will, it is anticipated, create new and extensive markets for the slate quarries and marble works of Killaloe, which, even in their present comparatively circumscribed position, produce upwards of 10,000 tons annually. Similar benefits are expected in the development of the mineral wealth of the district about Nenagh, where silver and lead are at present raised in large quantities; and it is estimated that 8000 tons of metal will be raised and carried on the rail when completed. Computing the quarries, also, to supply a traffic of 6000 tons, and the coal and culm from the collieries of Newcastle, Glin, &c., with sea manure and limestone at 110,000 tons, the gross receipts of the line are calculated at 174,892*l.*, and, deducting 40 per cent. working expenses, the net annual receipts will average 104,637*l.*, allowing a dividend of 5 per cent. on a capital of 1,100,000*l.*

GREAT MADRID AND LISBON RAILWAY.—(From a Correspondent).—The applications for shares in this undertaking are, for number, almost unprecedented. The direction, which is of the most respectable nature, will now be published forthwith, and the shares allotted. It is apprehended, that the benefits that will arise to Spain and Portugal by the formation of this railway will be immense, as the most thickly-populated and largest manufacturing and agricultural districts of either country are intersected by the proposed line. The most active steps are being taken for laying before the public every particular in relation to the undertaking, which, as yet, are of the most satisfactory nature.—General Baern, who has had, in his official capacity in connection with the Portuguese Government, ample means of judging of the merits of this undertaking, has expressed his unqualified approbation of the proposed line.

PILBROW'S ATMOSPHERIC RAILWAY.—In our two last Numbers we gave an excellent paper on this subject, which had been read before the Society of Arts. The propriety of issuing that paper a second time has been proved beyond all doubt, from the eagerness with which our last Number has been sought by readers both in and out of the metropolis. Since the reading of that paper, several railways have considerably increased their average speed, and afforded other facilities for locomotive travelling. We calculate on the indirect benefits which new inventions have in improving old schemes and projects, as some of the superfluous bounties which science scatters in her path. We shall not be surprised if the new invention now under consideration were to be very bounteous in producing innumerable improvements upon systems which have previously existed. We call this a new invention, because, as the learned writer of the paper has justly inquired, "Wherein does the invention patented by Mr. Pinkus, in 1839, differ from the invention patented by Messrs. Clegg and Samuda subsequently?" Pilbrow's invention consists in an entire new method of bringing the power of the piston to act on the carriages propelled. The other peculiar advantages of this invention are, that the continuous valve is altogether abolished. The propulsion tube being sunk below the surface of the road, no difficulty arises where roads are to be crossed; the necessity of bridges is obviated, and innumerable other advantages, which have been fully detailed in our last Number. The model, which is exhibited at the office of the company, is inspected, with great interest, by some of the most distinguished men of the country. Negotiations, we understand, have already commenced between one or two railway companies, for the adoption of this patent. The new proprietors of the Adelaide Gall'ery are engaged in preparing a model upon a considerably enlarged scale.

IMPROVED COLLIERY BOW AND HOOK.

An invention has been lately made by Mr. Reed, a gentleman of considerable experience at Newcastle, which, though simple and unpretending, may be of more real value than half the projects of the day. It is a matter of notoriety, that many accidents occurring in collieries, by the corves slipping off the hook, arise from the flat surface, or the inner or concave side of the bow; and it has too frequently happened, that the corf has been sent away from the onsetter at the bottom of the shaft, resting solely on the point of the hook, the flat under-surface of the bow affording a sufficient purchase to admit of the pointed hook holding on, and thus the least vibration of the rope, the corf striking against the side of the shaft, the interception of a started plank from the brattice, or the contact of the descending corf, are all, or any of them, sufficient to throw the corf thus situated to the bottom of the shaft. Mr. Reed's improvement is calculated to avoid the possibility of this happening. In the first place, the inner or concave side of the bow is made pointed or lozenge-shaped; this also adds to the strength of the bow, as such an one, displaying no flat surface, is not likely to rest on the hook, even the pointed one; but, used with the hook now improved upon and invented, it is almost an impossibility that an accident should happen, for the point of the hook being rounded sugar-loaf or cone-shaped, the bow, when struck upon or against the hook, must inevitably either go at once within the bend of the hook, or slip off at the side altogether; thus the onsetter at the bottom of the shaft will either send the corf securely away, or find it left at the bottom—these are the only two results which can arise from the use of the improved corf bow and hook. It may be further observed, that if the bow is once placed upon the hook, its own weight, or the sending away of the chain, will simply throw the bow to its proper position within the bend of the hook.

The advantage of this safety hook consists, in addition to the improved simple hook, in having a guard, slide, or collar, over the shank of the hook, which covers the tongue or spring of the hook; this guard, slide, or collar, is secured by a knatch above it, which protrudes from the inner part of the hook, through an aperture in the front of it, and being acted upon by the spring which keeps the tongue in its proper place within and against the point of the hook, effectually secures the guard, slide, or collar, from being thrown upwards on the shank of the hook, which, whether inverted or moved in any direction, must continue in its place—thus preventing any external violence or substance coming in contact with and displacing the tongue of the hook. When the corf is required to be sent away with this hook, the banksman, by simply pressing the protruding knatch above the guard, slide, or collar, the same falls within the shank of the hook; and, by that movement, also throws back the tongue of the hook—thus allowing the guard, slide, or collar, to be instantly thrown upwards on the shank of the hook, and the corf bow to be disengaged, or placed within the bend of the hook—it is thus either taken out or thrown in, as required. The hooks now in use are, if not generally, in some collieries secured with rope-yarn tied over and about the hook and tongue, which must consume much time, and if the rope-yarn is not at hand, the hook, with its barthen, may probably, often be sent away without this precaution. The safety hook is capable of being adjusted to, or taken off the chain, whenever it is considered expedient to use it, with the greatest dispatch, almost instantaneously.

We have thus described the nature of the contrivance, which appears very simple, and we sincerely trust will prove successful. The objects of the inventor are praiseworthy in the extreme; and having at heart the safety of his fellow-creatures, whether the reader bears out his anticipation or not, Mr. Reed's merits will be equally undeniable.

MANUFACTURE OF IRON.—We are informed that the coke ovens, patented by Mr. John Cox (gas engineer to the Great Western Railway), are about to be practically tested by Messrs. Malins and Rawlinson, who have intimated their intention to adopt the principle in some they are about to construct, in connection with three additional furnaces, at their works at Coed-y-Garth, near Maesteg.—We shall be glad to be informed of their success.

S. T. LIVES JUNCTION RAILWAY.

OFFICES, 25, BROAD-STREET-BUILDINGS.

James Alston, Esq.,
William Hichens, Esq.,
EDWIN LEY, Esq., Chairman.
Frederick Huchett, Esq.,
Louis Vignier, Esq.,
Solicitors: Thomas and Francis Edwards.

The directors have the satisfaction of informing their shareholders that the Bill, authorizing the construction of this railway, was read a first time on Tuesday, the 5th inst., the Committee on Petitions having reported that the Standing Orders had been duly complied with.

GREAT NORTH OF SCOTLAND RAILWAY.—The provisional committee have to announce, that the SHARES in this undertaking were ALLOTTED on Tuesday last; they regret that, owing to the number of applications, they were under the necessity of refusing many and restricting all to 22,000 shares there were applications to the extent of about 300,000.

CENTRAL OF SPAIN RAILWAY.—Capital £2,000,000, in 100,000 shares, of £20 each—Spanish dollars 100; francs 500. Deposit £2 per share—\$10 50fr.

To be returned without deduction, but without interest, should the concession be not obtained. Fifty thousand shares only have been reserved for this country. This line will connect Madrid and the Royal North of Spain Railway with the Portuguese line from Lisbon to this frontier of Spain, at Badajoz, which has already been granted by the Portuguese Government to the Compañia Central. By this central link the great chain of railways from the Mediterranean and the Bay of Biscay, through Spain and Portugal, to Lisbon will be complete. The line passes through Extremadura, one of the finest provinces of Spain, teeming with its millions of cattle and sheep, and abounding in all kinds of agricultural produce, but hitherto, to a great extent, isolated both from Madrid and the port of Lisbon. A short branch from Talavera to Toledo will connect that important city, and the Madrid and Cádiz line with the Central of Spain. Proposals have been forwarded to the Spanish Government, and the most liberal terms are expected to be conceded to the company. The Spanish authorities, who have already been consulted on the subject, have expressed the most favourable intention on the part of the Government.

Prospectuses, with a list of directors, will shortly be issued. In the meantime applications to the committee for shares will be received by the secretary, Thomas Harvey, Esq., at the office, 25, Old Broad-street.

No applications from persons residing in this country will be received, unless made on the printed forms, which will be delivered at the office of the Compañia Central, 25, Old Broad-street, London, April 7, 1845.

GREAT MADRID AND LISBON RAILWAY.—Capital £2,000,000 sterling, in shares of £25 each.

Half of the above shares are reserved for Spain and Portugal. Deposit £2 per share.

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By order of the board, GEORGE BYAM, Secretary.

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ROYAL MAIL STEAM-PACKET COMPANY.—Notice is

hereby given, that the DIVIDEND of ONE POUND TEN SHILLINGS per share, declared at the general meeting of this company on the 10th instant, for the half-year ending the 31st of December, 1844, will be PAYABLE at the company's office, 55, Moorgate-street, on and after the 28th of this month, upon all registered shares. In order that sufficient time may be afforded to prepare the dividend books, the proprietors are earnestly requested to register their shares at latest by the 21st instant. The transfer books will be shut on Monday, the 16th instant, and re-opened on Monday, the 5th of May next. 55, Moorgate-street, April 11, 1845. C. CHAPPELL, Secretary.

NOTICES TO CORRESPONDENTS.

P. S. S.—The native sulphurets of molybdenum is not found in any quantity in this country; it is chiefly procured at present from Germany, where it exists in great abundance. A short time since, some specimens were brought over here from the West Indies, where it is stated to exist extensively, and it was then contemplated to introduce it generally. We understand some particulars will shortly be made public, respecting the supposed discovery of a process of making sulphur by artificial means. Of course, we shall be anxious to procure the earliest information, and should feel obliged for any communication on the subject.

The tabular statement respecting the position of the Bolanos Mines, and several other interesting matters, are unavoidably postponed.

THE MINING JOURNAL.

Railway and Commercial Gazette.

LONDON, APRIL 12, 1845.

The length to which our comments on the Memorial of the smelters is necessarily carried, as well as the insertion of the document itself, precludes us from offering those remarks on passing events which it is our province. The fatal "colliery accident" will, we fear, have but little effect for the verdict is "Accidental Death," and we think it would, in all future cases, be desirable that the jury should not be summoned, or a coroner's inquest held; it is a mere farce—a waste of time. Why is it that some of our humane legislators do not come forward, at least to prevent, so far as is practicable, the loss of life, whereby mothers and children are deprived, not only of the lives of those most dear to them, but also the means of subsistence. Let Government apply themselves, as they promised, to the care of the widow and orphan, and they will have the blessings of thousands—let them pursue their course as regards the free import of foreign ores, and they will have the curse of tens of thousands—while the child, whose lips yet give not utterance, will be taught to hate the monster Government, which, to maintain place, would thus sacrifice the life—the means of existence, of those who are the mainstay of the nation. Judgment has been, in a measure, abolished in India—let us not then have the ear of destruction and immolation introduced in our mining districts.

In again noticing the course pursued by the smelters and the Liverpool clique, it is pleasing to be able to place before our readers the Memorial—on, rather, the Appendix—at length; and, while we ask aid, as representing the mining interest of this country, yet we shall ever be found at our post, and uphold, so far as lies in our power, the interests of the home miner. We are friendly disposed to mining at home and abroad, but we will never sit silently by, while the slaveowner, the smelter, and the shipowner, or merchant, would advance his interests at the cost of his fellow-countrymen. Why, we would ask, do not the representatives of the mining districts stand forward? Why is it that it should be left to others comparatively insignificant to support an interest, so important in itself, but yet so much neglected? Let us only have help, and we will even "beard the lion in his den." If we fail in our endeavours, we shall have, at least, the satisfactory conviction on our mind, that while others have neglected, we have, at least, fulfilled our duty. We shall next week return to the subject, and hope to shame, if we cannot encourage, others to lend a helping hand.

We resume the subject mooted in our last, and, with some trifling alterations, present to our readers those remarks which have already appeared, with a continuation, which, we doubt not, will be read with interest, and elicit observations from those more practically conversant with the subject than ourselves, which may lead to the accomplishment of the object at which we aim.

In continuation of our previous remarks on the Liverpool Copper Trade "Memorial," we proceed to the statistics, and the several extracts from anonymous writers appended to the document alluded to. The first table gives us the returns of the imports, from 1831 to 1841, inclusive; the estimated quantity of Copper in the former year being 528 tons, represented by 2545 tons of ore, and, in the latter, 10,102 tons of copper, or 48,685 tons of ore—no slight increase, be it observed, but which, according to the memorialists, enable this country to supply "three-fourths of all the copper consumed in the world," it having been omitted to state that England, without the aid of the produce of slave labour had, antecedent to these imports, held the same position as to supply, while the price acquired was remunerative; such, cannot, however, be said at the present moment.

The next table with which we are presented gives the return of ores imported in 1843, on which the duties were paid, as 55,720 tons, or double the quantity imported in 1838—being nearly eight times the quantity imported four years previous, and more than twenty times the imports of 1831. We pass over some tabular matter, which appears to have been introduced rather to abstract, than to direct, attention, and take the average monthly wages of miners in Cornwall, as submitted by the Liverpool gentlemen and shipowners, and accordingly we find that the average in 1840 is set down at 27. 5s. 8d., and for 1843, after the tariff came in force, at 27. 2s. 10d.—the simple reduction being 2s. 10d. per month. If this were all, the miner, with his wife and family, would only be mired of something like one penny each per week; but how does this agree with the statement made by Mr. TAYLOR, at the meeting held in Truro?—how does it accord with facts? We call upon the Memorialists to prove their statement, and which, even could their representations be substantiated, we then ask them—we ask the Minister—whether 10s. 8d. per week is fair or adequate wages for the miner, whose life is spent underground, subject not only to the danger attendant his vocation, but to those numerous complaints which tend to shorten life from the noxious air he breathes—subject to extremes of heat and cold, and the fatigue of descending and climbing, in some cases, 1600 to 2000 steps each "core." It will doubtless, be maintained, that the wages are adequate, and more than are obtained in agricultural districts; but, let it be remembered, that in the one case the miner is working underground, without the enjoyment of the fresh air; that his life is one not only of fatigue but danger; and, then, we would ask these philanthropic slaveowners, these Memorialists, whether they consider he is well, or ill, paid. If the latter—for we think we can shame them into an honest reply, at least to so plain a question—then, we would ask, what is the cause of this low, this unnatural, rate of wages? Pause we for a reply—it may not be readily given, but truth prompts it, and the record before us, that in 1831 only 2545 tons of copper ore was imported into this country, while in 1843 it amounted to 55,720 tons, is quite sufficient to convince the most sceptical—aye, even those whose interest would lead them to arrive at a different conclusion, that the working miner is sacrificed to the foreign mineowner, and the lucrative foreign smelter. Mr. E. BUDGE, of the smelting-house of VIVIAN'S, of Swansea; if we mistake not, has contributed a paper, in which he gives the quantities of copper ore and Chilian copper imported into France from South America, the figures of which, being given in kilogrammes as with francs, appear of vast magnitude. On comparing the years 1840 with 1843, we find that the quantity of copper ore imported into France was 528,451 kil.; while in 1843, with all the advantage given to the foreign smelter, by the duty imposed by the

tariff on ores imported into this country, the quantity was just simply 572,407 kil.—being an excess of 43,956, or less than 10 per cent. Taking the kilogramme at 24 lbs., we should have the whole quantity of foreign ores imported into France in 1843 as something like 576 tons, which, at a produce, say of 20, would give 115 tons of copper; while the imports to this country for that year were 55,720 tons of ore, estimated to contain 11,422 tons of copper, or about 100 times the quantity. We have read the fable of the "Bull and the Frog," and we apprehend that, however the latter may attempt to swell himself, so as to equal the former, the effect will be the same.

Our next document is so brief, that we may at once copy it, and let it speak for itself.—"Valparaiso, Aug. 24, 1843," addressed to Messrs. BROWNELL and Co.—This letter, it will be observed, is something like nineteen months old. "The copper bars (says the anonymous correspondent) you may send to the continent, for which several shipments are making, particularly to France, where the price is said to be remunerating." Perhaps Messrs. BROWNELL and Co. would allow us to ask whether they have not received later advices as to the said remunerating prices. Next, we have another extract—for these gentlemen are too cautious to give us either the names of their correspondents, or the general substance of their advices, being satisfied with such garbled extracts as may suit the object they have in view, while we must in justice include Messrs. TOWN, NAYLOR, and Co., with the Messrs. BROWNELL, who have certainly put themselves forward in a manner which entitles them to the gratitude of the foreign mine adventurer, the smelter, and the slaveowner—indeed, Liverpool, the wealth of which is based on the slave trade, and the blood of their fellow-creatures—may boast of men, who, for their own aggrandisement, would annihilate 100,000 of their fellow-countrymen, by depriving them of the means of support by their labour.

We may here consider for a moment the position of the mining and the smelting interest. If we take the former, we find that in the copper and tin mines of Cornwall not less than 100,000 individuals are directly or indirectly employed, which we may assume covers a population of five times the number. If we go to Ireland, let us take the Bearhaven, the Knockmahon, and the Wicklow Mines. Wales, although comparatively insignificant with other provinces, gives employment to those who, located in a mountainous and barren district, would otherwise be in a state of penury and destitution. Thus, then, it will be seen, that anything which shall interfere with, or destroy, this branch of our national industry and wealth, is calculated to inflict an injury which, once sustained, can never be repaired.

However, let us see what is the benefit likely to accrue from the import of foreign ores, and the destruction of our home mines; the effect of the latter is too evident to require remark, but the advantage which may attend the former, so far as this country is concerned, appears to us to have been misunderstood—while the Memorialists would endeavour to blind the Minister. It is an old saying, "none are so blind as those who will not see," and Mr. GLADSTONE, Lord SANDON, and, forsooth, we may say, our popular "freedom" Prime Minister, Sir ROBERT PEEL, will, doubtless, act up to the mark. We are, however, digressing, and must devote some space to Messrs. TOWN, NAYLOR, & Co., who have taken so lively an interest in the matter. They tell us that a correspondent writes to them on the 29th of December, 1843, from America—being about fifteen months back, while letters come over in as many days—that the Cuba people are dissatisfied with their net proceeds of sales in this country, forgetting that the produce of their ores had deteriorated, and that any depression in the standard was caused by the influx from foreign mines. The writer proceeds to state—from a "highly respectable" source, of course—that a cargo was about being shipped to Antwerp, to be smelted in the interior of Belgium; but, says he (not thinking for a moment that ever his letter would be set up in type), "from what I know of the both countries, I have no idea that the Belgians can compete with the United States in this business"—hear this, ye WILLIAMS'S, VIVIAN'S and GREENFELLS, and will ye not laugh heartily when you learn that ores are sent from Cuba to Antwerp to pass into the interior of Belgium to be smelted? Messrs. TOWN & NAYLOR's American correspondent says, we "repudiate" the idea of Brussels smelting copper ores; send them to us on the Lake Ontario, Massachusetts, Boston, or New York, we can accomplish all this; and, having annexed Texas, if we possess not the power ourselves, we will give you a letter of introduction to our new colony. Really, we can hardly restrain our pen. One or two words, in sober seriousness, will render the absurdity of these extracts, abstracts, or summaries, so manifest, that it is hardly necessary further to canvass the question—yet we will do so, for we will not be content to "scotch the snake," we will even kill it.

In the letter to which we have just referred, it is stated that, some fifteen months since, a treaty was in course for the purchase of premises near Boston, for the purposes of smelting, and also the belief is expressed that they will soon be followed by other parties. Further, deponent "sayeth nought." Our next extract is from a letter addressed to TOWN, NAYLOR, and Co.—for, as we before observed, these gentlemen, with Messrs. BROWNELL and Co., take a prominent part in the farce, and, indeed, may be said to be the leading actors—which tells us under date Coquimbó, April, 1844, that the heavy losses on the shipment of copper ores to England, "consequent on the duties imposed there," have led their correspondent to "make copper" on the spot, and several of his friends have adopted the same course. We would like to ask this gentleman, how is it that he should complain?—the extreme duty is 6s. per ton on copper contained in ores of more than 24 per cent.; while on those of lower produce the duty is only 3s.; if we, then, take an average, or rather exceed it, and say 5s. per ton, which, we believe, is about the average duty paid since the tariff came into force, let the writer look back some two or three years, and ascertain the comparative prices at which English and foreign copper, or that entered in bond, and smelted in this country, fetched when exported to foreign markets. We think he will find 8s. to 10s. per ton was something near the mark; and, yet, with this drawback, we find that the mines in Cuba and Chili made good headway; they paid dividends to the shareholders, and they increased their returns, so as to entrench seriously on the productive returns of our home mines—but the writer of this letter would have parties believe that the foreign miner is injured, because he is put on a level with the British miner. If that be has not realised the advance of 8s. or 10s. per ton, which he, no doubt, contemplated, he should, at the same time, bear in mind that it is the large imports of foreign ores which have reduced the standard, and which, let it be remembered, has, to a great extent, destroyed the mining interests of this country.

Another letter tells us, under date, Valparaiso, June, 1844, that "there are now orders from the United States, to purchase 1000 to 2000 tons of ore at certain limits, and these will be certainly increased, so soon as the means of smelting are in a more forward state." Can anything be more absurd, or convey a greater insult to any man of common sense, than to quote such a paragraph? One thousand tons of ore, at twenty per cent. produce, would give 200 tons of cake copper. Why, the WILLIAMS'S and VIVIAN'S would run it down in five or six days, and have it in market, or our friends in the United States would have time to accept the bill for the amount, or pay the freight. We are told, it is true, that the orders will be certainly increased, when the means of smelting are in a more forward state. This we believe; but if we said we contemplated that they ever will be in a position to compete with Swansea, we should deceive ourselves, as much as we believe it is the object of certain parties to endeavour to practice a deception on others. The next document, to which we have occasion to refer, is that of the import of foreign copper in the port of Liverpool, which we find in 1844 had increased, the quantity during the past year being at the rate of 240 tons bars per annum; and about 800 tons pigs—or, in all, say 1000 tons; this, if taken at 75s. per ton, would give 75,000s.—while the annual produce of our Cornish mines in ore alone is

nearly a million sterling, and the like returns from the produce of foreign mines imported into this country, to which is to be added the smelting charges. It is very well for parties to put forward figures, but let them be accompanied by comparative statements, and Government would then be enabled to judge, by having the case fairly put before them. That such will, doubtless, be the case, at a proper time, by the Cornish Members and those interested in mines, we do not doubt; but it appears to us that we cannot too soon "take the bull by the horns." Again, we find Messrs. BROWNELL ready to take the field, and, at the same time, advertise themselves as fit and proper persons to employ assistant bricklayers, Irish hodmen, and others needful—while we are also informed, very delicately, that they are open to receive orders for fire-brick; this, however, is not sufficient, for they also tell us, by their circular, that they have a house at Lima, "as well as at Valparaiso," for the sale of grey calicoes, called "domestics" (slaves, we presume), soap, and candles, but that the North Americans beat them. This cannot be helped—this is one of the advantages of free-trade; the greater the facility and local advantage possessed by any country, the more likely are they to supersede other states. Why, then, should these gentlemen bring forward the unprofitable state of their house at Lima, or Valparaiso, in the sale of "domestics," because the Yankees beat them in this article? We certainly cannot see how it is to affect the question, as regards the copper mines of this country; and, more especially, that any such argument should be advanced by these Liverpool free-traders and the smelters, who are indebted for their fortunes to the working miner and capitalist. The £. s. d. question, which may be said to touch upon the interest of our Liverpool firm, peers out with every additional word, for, we presume, they are shipowners, and naturally look to return cargoes; for, say they, let us get a freight on ores, and it will enhance our profits on our "domestics" and "dark blue cotton drills." The French, it would appear, have also dared to sell blankets cheaper than the English house at Lima—this is cruel indeed.

Our next extract is from a letter written by Messrs. H. BATH and Sons, for whom we have a high respect, and whose interests are much interwoven with those of the foreign smelter, for it is right that our readers should know these gentlemen act as consignees for foreign ores; they have their yard at Swansea, where many of the mines forward their parcels; they are there crushed and put into a merchantable state, and a commission charged on their sale by ticketing. "This is all in regular course," and it is only natural that they should feel an interest in foreign mines, and the sale of their produce at Swansea. We are told that a certain party in Chili was formerly in the habit of smelting his ores, and sending the pig copper to China; but, on the trade with England being established, he sent the produce to this country. "This continued (says the writer) to have been continued until the alteration in the tariff, and which had proved such a tax on him, as to render it necessary to again resort to smelting;" and hence the loss of commission by Messrs. BATH and Sons. Now, it is clear, from the statement placed before us by these gentlemen, that the owner of the Chili mines could afford to send his ores to this country for the purpose of being smelted in bond, and afterwards exported, and sold at a price less by 8l. or 10l. than that realised for British copper. We are now told, that as he is put on a level with the home miner, and thereby entitled to an equal price for his produce with that of the Cornish ores, he complains of having to pay 5l. per ton, when he is placed on the vantage ground, and which, if prices had been maintained, would have given him an advance of 5l. per ton, over that which he before acquired. But the Chilean miner has discovered, that, with an influx of foreign ores, prices have become depressed; and hence, subject as he is to heavy charges on the transport of his ore, he finds it more advantageous to smelt abroad. Let him do so, moreover, and he may think himself fortunate in having mines so located, as to enable him to smelt in the vicinity, while the sulphurets may be reduced into regulus, and thus diminish the cost of transport. But this will not apply to Cuba and other provinces. Messrs. BATH and Sons inform us, that they have sent out to Chili bricks, coal, and coke. It would be an insult to our readers to offer any comment on the export of coal and coke to Chili. It may go over in ballast; but the cost of shipment, discharge, breakage, commission, and, further, transit to the mines, or other spot for smelting, will, we think, leave the matter a losing concern. There is also one point to which it does not appear sufficient attention has been directed by those who take up the question on the broad basis, and would inquire as to its practicability. Smelting works may be erected, and fuel obtained, at a price which might render it advantageous to smelt on the spot; but, to do so, an extensive plant must be erected, and large capital employed. Workmen must be obtained and sent out, and an establishment maintained, which no one mine could undertake. They must, moreover, become not only miners and smelters, but merchants; they must also make their arrangements for a mixture of ores, by the import of the poorer classes, to mix with their rich carbonates; and, indeed, the idea of embarking on a large scale, is too absurd to enter into any reflective mind. When we consider on the vast capital employed in the works at Swansea, we cannot but smile at the threats of foreign competition, even could the Chilean smelter depend on a continuation of the productiveness of his mine. It is a very different thing; in the working of a mine, and the carrying on of smelting works, the former may be discontinued when not sufficiently productive to cover the expenses, the shafts and levels may be abandoned, and the loss at once made; but with smelting works, the buildings once erected must be left, and the outlay incurred sacrificed. The mine may be worked without a smelting establishment; but the latter is valueless without the mine, and we do not apprehend that ores from Cuba, Cornwall, or Ireland, will be transported to Chili with coal and coke to be smelted.

We had almost forgotten to remark, that bar copper was shipping for the United States from Chili, and it may be here as well to inform Messrs. BATH's correspondent, that as America is to rival England with her smelting establishments, she may possibly take the shine out of Chili; but, we presume, ere this takes place, England will be "repudiated" by America. We feel the subject to be so important, that we are disposed to dwell on the several points advanced beyond our usual limits, so that the bane and antidote may accompany each other, while we can only regret that it is necessary thus to enter at length on a matter which might be discussed and settled in one tithe the time required to peruse and discuss these "elegant extracts."

Another correspondent of the Messrs. BROWNELLs, under date August 5, 1843, says, he "hopes the copper ores will improve in price, otherwise the lower qualities, twenty to twenty-five per cent., which constitute the bulk of shipments from this coast, will not answer." This letter—or, rather, we should say, extract—with another, under date, October, 1843, stating that Chili produces 6000 to 8000 tons of bar copper annually, must be read to be duly appreciated; while the statement that so large a quantity is smelted in Chili, and so limited a quantity of manufactured copper is imported, certainly is in itself an answer to the allegation previously put forward. However, the "extracts" present so many anomalies, that without trading in "domestics," and possessing a Liverpool education, we fear that we should ill succeed, were we to attempt an explanation. Mr. LECKIE, the secretary of the Royal Cobre Mining Association, next comes forward, with his extract from a letter, received December 23, 1843, but whether from Chili, the United States, Rotherhithe, or Wapping, we are not informed. We are, however, told, that in the mind's eye of the writers there is a probability that they will "be in a situation about the middle of next year"—that is last year—to become purchasers of copper ores, and then the question is put, whether the Cobre Company will sell their ores on the usual terms? The motive of making, we are told, is "to satisfy some friends of ours on the Continent, who are desirous to know whether they can reckon on this market for a supply of ores." Of course, Mr. LECKIE, must have answered in the affirmative—that is to say, that their ores were put up to ticketing, and that these Rotherhithe aspirants to smelting, or their confidential friends, were at perfect liberty on equal terms to make a bid.

Our next document is a letter—no, we forget, an extract from one—received by Messrs. TODD, NAYLOR, and Co., dated some fifteen or sixteen months back, wherein we are told that the United States are about to take the lead in smelting copper ores. A question is here taken up, which might induce the reader, by a cursory glance at the figures submitted, to arrive at an imperfect, if not incorrect, conclusion. We are told that the freight from St. Jago de Cuba to England is 55s. per ton—to New York, Philadelphia, or Boston, it would be about 25s. per ton; from which it would appear that a saving of from 6l. 5s. to 12l. 10s. on copper produced from ores of twelve to twenty-four per cent. would be effected by taking them to the United States. We believe it will be admitted, that ores of twelve per cent. will not answer to be imported into this country, or to America, where fuel is so much more expensive; while, as regards the richer ores—or, take an average of eighteen per cent.—say five and a half tons to the ton of copper, the facilities presented by this country, and the economy attendant on the process of smelting, is such as to defy all competition.

The admirable position of Swansea for the import of ores, and export of the manufactured copper—the contiguity to the collieries—and the easy price at which coal is obtained—is at once an answer to the representations put forward by the Liverpool Memorialists and the smelters, who care not who suffers so that they profit. Messrs. BROWNELL and Co. again come in the field, with Appendix, No. 20, in which the writer conceives that "foreign coal" will be admitted into Chili duty free. We had forgotten this little matter of duty in our antecedent remarks; but it will not be lost sight of by those interested; that such a charge is at present enforced, and we think in all probability likely to be continued, until Sir ROBERT PEEL shall be the Premier of the Chilean Administration. We next have the letter of a Cornish miner, dated Chili, May, 1844, who tells us that he had actually seen a printed letter, addressed to the Board of Trade, pointing out the impropriety of the late tariff, as regards copper ores; and he goes on to say, that the Chile Government would be long impose a heavy duty on all ores and regulus, to prevent them being exported, and then, he adds, with much simplicity, that Mr. ROSS informed him, he had received a letter from Messrs. GAMMELL (query Gammon?), HACKER, and Co., offering to place any quantity of coal on shore at Coquimbo, at 2l. per ton. Now, when we consider that coal is put into the smelting-works at Swansea at something like 4s. per ton, being one tenth the cost, and, moreover, that some sixteen or eighteen tons of coal are consumed in smelting one ton of copper—or, rather, we may say, nine to ten tons of ore—the rich and poorer qualities being reduced, so as to yield an average product of ten to eleven per cent., we think but little argument is necessary to establish the position for which we contend. "The private information given by a custom-house officer, who has the confidence of the EDWARDS family," is rich indeed. No. 22 tells us that the writer has nothing to say, not having been able to obtain "any further particulars respecting the intended speculation of Messrs. Gammon and Co." The consulate of the United States, under date Havana, Cuba, June 19, 1844, addresses the Editor of the *Merchants Magazine*, which, we presume, is published somewhere in the United States; but, imagine, the Memorialists consider that publication, like *The Mining Journal*, too well known to be particularised as to its locale. The learned consul commences his epistle by perpetrating a truism, to the effect that the ores raised in Cuba, even by American companies, are actually shipped to England to be smelted, "for want of purchasers in the United States—such is the fact;" these are the words of the vice-consul. "Mirabile dictu!" "Now," quoth he, "if these ores could be smelted in the States, even at double the sum it costs in Swansea," hundreds and thousands of tons would be sent. What a sad pity it is that the stubborn "if" should take the lead of the sentence, for, to our notion, it completely destroys the argument. Go rid of the "if," and all would be right. The writer states, that if ores from Cuba were sent to the United States, instead of the United Kingdom, "the wastage would be little compared with what it is." This is certainly the first time we ever learned—or, rather, that we found asserted—that a wastage or deterioration in ores was effected by the length of the voyage; if such be the case, we recommend our friends on the other side to ascertain the nature of their consuls, before they ship for a distant station, and see that they possess no irony in their composition, while brass, as an admixture, may be allowed to pass current in the realms to which they may be "consigned."

Mr. GEORGE DITSON—for it is right his name, with the BROWNELLs and the TODDs, should be handed down to posterity—tells us, moreover, that he is the original and identical person who was the first to establish steam machinery in the province; and, says he, with all the *naivete* which we can well imagine, "I shall be delighted to know when I am again loading American vessels with ores that American furnaces require them." A very pretty and interesting piece of intelligence, doubtless, to acquire. We can only say—"We wish he may get it." It is, however, only fair to take the tabular matter afforded by Mr. DITSON, from which we find, that the smelter, after taking five per cent. on the weight—or say, twenty-one cwt. to the ton—"docks" him further of another five per cent. for moisture and allowance; this, be it observed, on a parcel of sixty tons ten cwt., it being reduced to fifty-five tons. Our next illustration is a reduction of nearly two tons on twenty-nine, or something like seven per cent. The produce of these ores are set out at 1164l. 11s. 1d., from which deduct charges, 268l. 2s. 5d., leaves 896l. 8s. 8d. net returns; and all we can say is, that we doubt whether Messrs. BROWNELLs, or TODD, NAYLOR, and Co., will reduce their commission, and hence Mr. DITSON may write again to his friends to ascertain when they are likely to think of seriously entering on the subject of smelting. No. 24 gives us a letter from Mr. BAILEY, whose innocence of the subject justifies us in the conclusion at which we have arrived, that he is not one of the Old Baileys. He boldly recommends New York, for, says he, there could not be selected a better place for the establishment of copper works somewhere in this neighbourhood, and, pointing out a particular spot, he says, that there is every facility for discharging cargoes of copper ore, as well as coal for smelting it, and ample space for the erection of suitable buildings; but, withal, Mr. BAILEY does not tell us where the coal is to come from, or what its cost. It is really amusing to read the lucubrations of these gentlemen. "The establishment of copper works," says he, "would also give an impulse to copper mining operations throughout the Union, as there would then be a ready market to all the American copper ore raised, without sending it to England to be smelted, and by amalgamating American ores with foreign better copper (as to the temper and malleability of it), could be made from one kind of copper ore only; this, with an amalgamation of foreign and American ores, is very rich." Surely, Jonathan was "poking his fun" at FREEMAN HUNT, Esq., when he cooked up such a letter, more especially when we find that these are considered as "good and sufficient reasons, coming as they do from one who was formerly engaged as a mineral broker in England, and acquainted with the *modus operandi* of sampling, assaying, roasting, and smelting, copper ores." Perhaps Mr. JONATHAN BAILEY will inform us what he calls a "mineral broker," and say how copper ores are purchased by the smelter, or returned in cake, tile, or sheet copper, without having first been subjected to sampling, assaying, and roasting? No. 25 tells us—or, rather, informs Messrs. TODD, NAYLOR, and Co.—that the supply is likely to be diminished in the next six months; and Messrs. BROWNELLs and Co.'s correspondents at Valparaiso lament the drop in the standard, produced by the influx of ores from foreign mines, and tells the shipowner that he apprehends a falling off in the exports of ores from Chili; and, two days after, we are further told that we are not to make a mistake as to the increased shipments of ores for the past two years, as such had only arrived under the impression that the duty would be withdrawn—a curious sort of an argument to advance, it must be admitted. No. 28 gives an extract of a letter, addressed to Messrs. BATH and Sons, requesting them to procure with the utmost despatch a certificate to declare that copper works are not attended with any ill effects, either as regards animal or vegetable life. Messrs. BATH should have given us copy of their reply, while Messrs. WILLIAMS, VIVIANs, and others, can tell us, by the annual payments they make, the estimate of loss sustained by the pestilential vapours in the Swansea district; a circuit of some five to six miles is said to be tainted, while the lands in the immediate contiguity, and even the glazed windows, afford proof too conclusive to admit of doubt of the destructiveness of the gases or vapours emitted from the furnace. Messrs. BATH again give us a flash in the pan. Their correspondent says, "It is a mistaken notion, that rich ores cannot be smelted abroad; the sad evidence," he says most feelingly, "will flash upon them when it will be too late." An engineer next writes the same firm, and talks of fossil coals being now, after long controversy, ascertained to exist in Tuscany, and then talks of a line of railway, and invites the firm to attend to the furniture of the rails and cushions; but we must needs refer to the extract itself.

An extract from a letter of Mr. JOSEPH HEGAN next appears, wherein it is stated that somebody in France had agreed with somebody of Corocoro to take all the copper ore he could get, yielding upwards of sixty per cent. at a certain figure, and we are next told that "a wealthy and influential house at Amsterdam" have actually applied to our worthy friends, Messrs. TODD, NAYLOR, and Co., with whom we are becoming acquainted "for information." This is one of the most extraordinary circumstances we have become acquainted with, as connected with mercantile statistics. No. 33 is unworthy of remark; but the sensible remarks and explanation of Messrs. TODD, NAYLOR, and Co.'s correspondent at Huasco, to the effect that the reason of the vessel not taking more ores was, that it was "sufficiently loaded," will give some idea of the nature of the correspondence which is presented to the Government, as the basis on which the application for a withdrawal of the duty is made. Some correspondent of Messrs. ANTHONY GRANA informs them, that the exploring of the coal mines continues; but the produce is insignificant, and that the tariff is felt seriously to affect the poor ores. We next approach Mr. BROWN's letter to a Member of Parliament. It is really such a tissue of the oft-told misrepresentations, that we pass it over as unworthy of comment.

Having thus far entered upon a review of the matter contained in the Appendix attached to the Memorial, we reserve, until next week, our further notice, and these remarks which we consider apply to the several documents and the case, as submitted by the champions of "metal" free traders. We hope thus to place those interested in mines in a position which will enable them to judge of the efforts making by the smelter, foreign miner, and Liverpool shipowner and consignee, whereby they will determine for themselves the course they should pursue.

THE IRON TRADE.

We have, in a former Number, already announced the result of the ironmasters' preliminary meeting at Wolverhampton, about a fortnight since, where it was determined to make an advance of 2l. per ton, making bar-iron about 12l., and hoops 12l. 10s. In consequence of these unprecedented high prices, which were then decided on, the greatest interest was evinced as to the result of the quarterly meeting at Birmingham, on Thursday last, more especially as it was generally believed that the masters would be unable to maintain the great rise which has taken place. But, as we have more than once maintained, the price of iron, so far from receding, has not yet reached its limit; and the issue of the meeting on Thursday fully confirmed our previous confident opinion. The prices were then fixed at—bar-iron, 12l.; hoops, 12l. 10s.; and Shropshire pig-iron, 6l. 10s. Still, though we all along foresaw and forewarned this inevitable advance, we were not blind to its possible disastrous effects. Apart from the great inconveniences arising to the manufacturing industry of the country, the prostration of labour it may yet entail, and the crippling of commercial enterprise, in more respects than one; apart from the pernicious effects it must have upon our ship building (a department promising a few months ago, to afford a more permanent medium for the prosperity of the iron trade than any in prospect)—and apart from the indirect detrimental influence, the high price must have upon the stability of the trade itself—apart, we say, from all these present and positive evils, should a reaction take place—should a fall occur, but half as suddenly as the recent rise—the injury caused, primarily to the holder, and secondarily to the working population, will be incalculable; and, sooner or later, come that re-action must. If, from no other cause, the introduction of foreign metal, whether castings from Belgium, or the raw material from India—aye, and even the United States of America—will effect that fall, which, at present, is with so much short-sightedness delayed. Meanwhile, though the prices have been quoted so high, the market continues firm, with a good business doing the entire week. There was a report last evening on "Change," that Scotch pig-iron had obtained 6l. 6s. per ton.

THE TIN TRADE.

The following particulars are extracted from a communication, addressed by Davies Gilbert, Esq., F.R.S., to the Royal Cornwall Polytechnic Society of Cornwall. Tin would appear to have been first discovered in Banca about a century ago, from which period the mines were worked, and the metal sold under the exclusive monopoly of the Sultan of Palembang, to whom the island belonged, until the year 1811, when it was ceded to the British Government. The Dutch, however, had a commercial contract with the Sultan, by which he delivered to them the principal part of the tin produced at six and eight dollars the pecul. In the most prosperous times of the mines, the annual delivery is said to have amounted to 60,000 peculs annually; but the produce in later years cannot be taken at more than 30,000 peculs. A pecul weighs 133½ lbs. avoirdupois, which, in round numbers, makes the highest produce about 3500 tons. The highest annual produce during the period the island was in our possession was 25,000 peculs. The mines are almost exclusively worked by Chinese, under the authority of the Government, who deliver the metal in slabs, at a fixed rate per pecul; this was, on our first establishment, at the rate of six dollars, and afterwards at eight; but I should consider ten dollars the pecul of 133½ lbs. as a fair remuneration for their labour; and if the tin were paid for at this rate, I think a regular supply of from 20,000 to 30,000 peculs might always be calculated. The price for which we sold the tin at Batavia seldom exceeded fifteen dollars the pecul; but of late years the price in China has exceeded twenty dollars the pecul. The freight of tin from the Malay Islands to China is about one dollar the pecul; and to Europe—dollars being worth about four shillings each—will make the cwt. 4l., at which rate it may be sent to Europe as a remittance. The ore is always found in alluvial deposits, and is of that description called in England stream tin, and is seldom followed below thirty or forty feet deep; the beds are frequently found within three or four feet from the surface, and the process of mining and preparing the metal is extremely simple. The mine might more correctly be called pits, varying in size, but seldom in the first instance exceeding 100 feet in length. The process of cleansing is very simple. The washed ore is said to yield on smelting from 50 to 70 parts of pure metal in 100 of ore, and when it is found to afford less than 30 parts, it is not considered worth smelting at all. There is abundance of fuel adjoining. A large portion of Banca remains yet to be explored, and there is no reason to apprehend any deficiency in the ore for centuries, if the quantity of metal does not exceed 30,000 peculs in the year; but, to a certain extent, we must, perhaps, calculate on their gradual exhaustion, as I suspect it is now as difficult to procure the ore for 30,000 peculs, as it was fifty years ago for 60,000. The price was then estimated at six dollars; it is now nearly double. Under the Dutch, the island did not afford a clear profit of more than 30,000l. annually, from the badness of the system of management. Had we retained the island, as far as our experience went, we could estimate a clear profit of 50,000l. A more particular account of the mines is published by Major Court, who was president of Banca for several years. Besides the produce of Banca, tin from numerous other parts of the Malayan peninsula and islands enters largely into the market, and to an extent not much short of the quantity furnished by Banca. A considerable quantity also comes from Siam. And I think we cannot estimate the gross amount, including Banca, at less than 50,000 peculs; and this quantity is likely to increase with the general trade. On the Malay peninsula, and the islands in its vicinity, the ore is procured principally by Malays, who are not such industrious and cheap miners as the Chinese; but as the Malaya states become more settled, and capital is introduced, it is most probable that the Chinese will supersede the Malays even in these parts; and if European, or rather English, capital and spirit have fair play, I think it is not too much to say that the produce might be doubled, and improved processes make up for any additional labour in excavating more deeply, or extending the mines more in the interior. Tin is found in more or less abundance, and in alluvial deposits, from about 8 deg. north to 5 deg. south latitude, and what has yet been found appears to have been washed down from the central mountains of the continent, which terminates the eastern peninsula, &c. The higher mountains of Banca are granite, and the lower red iron-stone. The constitution of Java is volcanic. The principal demand for Banca and Malay tin is in China, which takes about 20,000 peculs per annum; Bengal takes from 6000 to 10,000 peculs; the remainder goes to Europe and America. The quality is in China considered superior to British tin, and it sells for one dollar per pecul more.

COPPER.—Returns of the average prices of copper purchased for the use of her Majesty's dockyards in each year, from 1815 to 1844 inclusive, and of the price of cake copper, in London, during the same period, were issued on Saturday afternoon, in the shape of a Parliamentary paper, obtained on the motion of Sir C. Lemon, one of the representatives of the mining districts. From 1815 to 1832 the return is nil; in the year 1832, the average price of the copper in question was 82l. per ton; in 1833, 87l. 14s. 6d. per ton; in 1836, 111l. 7s. 1d. per ton; in 1839, 97l. 10s. per ton; in 1840, 102l. 2s. 6d. per ton; in 1841, 102l. 8s. 10d. per ton; in 1842, 93l. 10s. per ton; in 1843, 82l. 10s. 9d. per ton; and in 1844, 83l. 7s. per ton. The Admiralty Department possesses, it appears, no official means of furnishing the price of cake copper in London during the period stated.

NEWCASTLE-UPON-TYNE AND NORTH SHIELDS.—This project has been undertaken for the formation of a branch line to the New Quay, Newcastle, in connexion with the Newcastle and Berwick Railway, for the conveyance of goods. The line is to be one mile in length, at a cost of 35,350l., with a branch of half-a-mile, at a cost of 13,341l. The line, though limited, will still be very important, as connecting a prominent seat of traffic with a port of some considerable magnitude, and offering unequalled facilities for exportation by conveying the goods and mineral to the very water's edge. Mr. Nicholson has been selected as engineer, and the bill being unopposed, and the standing orders declared complied with, no difficulty is anticipated to interrupt its progress.

GREAT MUNSTER RAILWAY.

PROVISIONALLY REGISTERED.
FROM TRALEE AND TARBERT, THROUGH LIMERICK, AND THENCE
DIRECT TO DUBLIN.

Following the Dublin and Galway Railway, near the town of Limerick, in the Queen's County, with a branch to Rathkeale and Newcastle (and power to extend to Killybegs).

Embracing in the county of Kerry the towns of Tralee, Listowel, Ballyingford, Tarbert, Castle Island, and Killybegs.

County of Limerick—the towns of Ogra, Shanagolden, Askeaton, Adare, Palsbarny, Abbeystead, Newcastle, Rathkeale, the city of Limerick, and Castle Connell.

County of Tipperary—the towns of Nenagh, CloghJordan, and Roscrea.

County of Kerry—the towns of Boreen-Ossey and Mounthral.

County of Kerry—the towns of Mounthral, Shinnon, Farsentown, and Kinnitty.

County Clare—the towns of Bridgetown and Killybegs, and many others.

Length of Line, 130 miles.

Capital £1,000,000, in 20,000 shares of £50 each.—Deposit £5 10s. per share.

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and Glasgow Bank, Edinburgh; Provincial Bank of Ireland; National Bank of Ire-

land; Tipperary Joint-Stock Bank; and the branches of those banks.

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The object of this line of railway is to connect the counties of Kerry, Limerick, Clare,

the North Riding of Tipperary, and the Kings and Queens' Counties, and the several

towns therein, with each other, and with the system of railways in progress of construction

to Dublin and the other parts of the kingdom.

It will commence near the town of Mounthral, in the Queen's County, on the Dublin

and Cachel Railway, and thence take its course in nearly a direct line for the city of

Limerick, passing through the towns of Roscrea, Nenagh, Killybegs, and Castle Connell,

Newport, Nenagh, and the towns of Boreen-Ossey, Mounthral, and Killybegs.

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railway, and I engage to pay the deposit of £5 10s. per share upon mobilisation as you

may be pleased to make, and to sign the subscription contract required by Parliament,

and also the shareholders' agreement. Dated, Gentlemen, your obedient servant,

Name _____

Profession, trade, or calling _____

Residence _____

Date of application _____

Reference _____

GREAT MUNSTER RAILWAY.—Notice is hereby given,

that NO APPLICATION FOR SHARES in this company will be received after

FRIDAY, the 18th April, 1845.

By order, D. BYRNE, Secretary.

ENNISKILLEN AND SLIGO RAILWAY.

(REGISTERED PROVISIONALLY.)

Capital £200,000, in 12,000 shares, of £50 each.—Deposit £5 10s. per share.

No person liable beyond the amount of his share.

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Lord Viscount Palmerston, G.C.B., Carlton-terrace, London, and Broadlands,

Romey, Hants.

The Viscount Clements, Lough Rynn, county of Leitrim, and Killadon, county

of Kildare.

The Hon. Edward Wingfield, Moyville, Ballina, and Cork Abbey, Bray.

The Hon. Charles Knott Stuart, Castlestead, county of Londonderry.

John Wynn, Esq., Harwood, Sligo.

Deputy Lieutenants of the county of Leitrim.

William Irvine, Esq., Killbracken, Carrigrohilly.

Pierce Simpson, Esq., Chancery Castle.

Directors of the Dublin and Drogheda, Dublin and Belfast Junction, and Dundalk

and Enniskillen Railways.

Richard Wright, Esq., 9, Pembroke-place, Dublin.

George Hayte, Esq., Edmonstone, Ireland.

Thomas Mooney, Esq., Killmacdon House, Dublin.

William Henry, Esq., Mountjoy-square, Dublin.

Directors of the Dundalk and Enniskillen Railway.

Thomas M. Graham, Esq., Raheny-park.

William Kilpatrick, Esq., Dundalk.

John Straton, Esq., Dundalk.

Peter Russell, Esq., Dundalk.

John Hamilton Peyton, Esq., J.P., Port, Carrick-on-Shannon.

Francis Waldron, Esq., J.P., Drumdarkin, Mohill.

George Beatty West, Esq., J.P., Drumdarkin, Mohill.

Lewis Algeo, Esq., J.P., Glenbeg.

Charles R. Peyton, Esq., Carrick, Carrick-on-Shannon.

William J. Peyton, Esq., Carrick, Carrick-on-Shannon.

George Digby, Esq., J.P., Drumdarkin, Roscommon, and No. 27, Upper Rutland-

street, Dublin.

Ormsby Jones, Esq., J.P., Stradella, Sligo.

Thos. W. Lloyd, Esq., Ballyculleen, county Sligo, and Rathgar, county Dublin.

Captain Bowen, R.N., Laurence-town-house, Rathfriland.

Thomas Murray, Esq., Edmonstone.

Bernard Peyton, Esq., Carrick, Carrick-on-Shannon.

Robert Smyth, Esq., Chantilly, Portadown.

John Ovensall, Esq., Portadown.

Edward Kelly, merchant, Sligo.

Thomas Kernaghan, merchant, Enniskillen.

(With power to add to their number.)

ENISKILLERS—Sir John Macmillan, L.D., F.R.S., M.I.C.E.L.

James McFadden, 115, Stephen's-green, Dublin.

Thomas Mostyn, the Mall, Sligo.

SECRETARY—Percy Simpson, Esq., 115, Stephen's-green.

The object of the Enniskillen and Sligo Railway is to form a trunk line to connect the

northern and eastern portions of Ireland with the western and north-western, and by

means of the Ulster Railway, and the Ulster Extension, Dublin and Belfast Junction,

Londonderry and Enniskillen, and Dundalk and Enniskillen Railways, all of which have

been approved by the Board of Trade, and of the portion of the Newry and Enniskillen

Railway, which has been also approved, and of the Dublin and Drogheda Railway, to

bring the ports of Sligo and Ballyshannon in direct communication with the ports of Bel-

fast, Derry, Newry, Dundalk, Drogheda, and Dublin—thus affording by the railway to

the eastern ports the quickest mode of transit for goods and passengers to England, and

by the northern ports to Scotland, and probably as direct a communication by the port

of Sligo, for the trade with America, as can be found at any other port on the western

coast of Ireland.

Applications for shares to be made to Messrs. Sutton, Gribbles, and Co., brokers, Royal

Exchange, London; Mr. Robert Corbett, 5, College-gate, Dublin, or any other of the

Dublin brokers; Messrs. Tate and Nash, Bristol; Mr. Theobald Bushe, North-west-

Belmont; Messrs. Macdonald and Auld, 28, St. Vincent-place, and Mr. James Watson,

brokers, 1, South Frederick-street, Glasgow; Mr. Andrew Moffet, broker, 21, George-

street, Edinburgh; Mr. Thos. Cresswell, broker, Albert's-buildings, Dale-street, Liver-

pool; or the solicitor or secretary, of whom copies of prospectuses and forms of applica-

tion can be obtained.

No application for shares can be received after Thursday, the 17th April.

AUSTRIAN AND SARDINIAN RAILWAY COMPANY

(Original Line), FROM MILAN TO GENOA.—(Registered provisionally according

to the Act of Parliament.)—In consequence of the NUMEROUS APPLICATIONS

FOR SHARES IN THIS COMPANY, the public are informed, that all persons wishing to sub-

scribe to the undertaking must apply IMMEDIATELY, APPLICATION to the

offices, 27, Lombard-street, City, where prospectuses and forms may be obtained.

LONDON AND WINDSOR RAILWAY.—NO FURTHER

APPLICATIONS FOR SHARES in this company will be RECEIVABLE after Thurs-

day, the 17th inst., when the allotment will be proceeded with.

GEORGE SMITH, Solicitor, 24, Golden-square.

NANTES, ANGERS, AND TOURS RAILWAY.

Capital 60,000,000 fr., or £2,400,000, in 120,000 shares of 500 fr., or £20, each.

Prospectuses will be kindly issued: in the meantime applications for shares may be made

to the provisional committee, at the office of their solicitor, George Ogilby, Esq., 4, Great

Winchester-street, London.

PILBROW'S ATMOSPHERIC RAILWAY AND CANAL

PROPOSITION COMPANY.—(Provisionally Registered.)

Capital £120,000, in 12,000 shares, of £10 each.—Deposit £5 per share.

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TELEGRAPH CONSOLIDATED MINING COMPANY.

April 5.—In the seventy, east of Good Fortune, the lode is two feet wide, at present without mineral. In the seventy, west of ditto, lode two and a half feet wide, with stones of ore, and has a kindly appearance. In the sixty, west of ditto, lode three feet wide, worth 30¢ per fathom; in the rise above sixty east no lode taken down—expect to lode this next week. In the fifty, west of Symons's, lode two feet wide, worth 14¢ per fathom. In the forty-four, west of ditto, lode eighteen inches wide, with some ore. In the thirty-four, west of ditto, lode twenty inches wide, with some ore. In the twenty, west of ditto, lode fifteen inches wide, but not much mineral. In the adit, west of ditto, lode one foot wide, unproductive. In the fifty, west of Garden's, lode eighteen inches wide, with some mineral. I beg to say, in reference to the engine, that we are getting on pretty well; the pitwork will be nearly completed next week; the engineer is not so forward in his department. We hope to sample next Tuesday about 100 tons, nearly all of which is from Good Fortune lode.

WILLIAM SYMONS.

NORTH HOLMBOURNE MINING COMPANY.

April 7.—We have during the past week again opened on the new lode upward—400 fathoms west of the former place, as noticed in last report; it has much the same appearance, being from four to five feet wide, composed of mudi, spar, and capel, and we still intend opening on it in a few places further west.

T. RICHARDS.

COOK'S KITCHEN MINE.

April 5.—At North Tincroft, the lode in the slopes, in the bottom of the sixty fathom level, is three and a half feet wide, and worth 9¢ per fathom. In the pitch in the bottom of the fifty the lode is four feet wide, worth 10¢ per fathom. We have not yet cut the lode in the cross-cut, south from flat-rod shaft, at the seventy fathom level. At Eudey's, the lode in the slopes, in the bottom of the eighty-two, is six feet wide, worth 13¢ per fathom. We are still in daily expectation of cutting the lode in the cross-cut at the ninety-two, having within the last day or two, met with some water. At Chapple's, the lode in the 160 west is seven feet wide, worth 40¢ per fathom; we have yet no south wall, and therefore, cannot ascertain its full size. In the 140 east we are carrying about four feet of the lode, which is worth 7¢ per fathom, but we have no north or south wall. We have set a winze to sink in the bottom of the 133, five fathoms beyond the present end at the 140; we are carrying three feet of the lode, which is worth 5¢ per fathom. Dinkin's lode, in the 170 fathom level, is three feet wide, but at present unproductive. In the 140 west we have driven about six feet on the course of the lode, and find it four feet wide, and worth 7¢ per fathom. The cross-cut south from the Druid shaft, to cut the cauter lode, is in easy ground. Our tin pitches still continue to look well, and those on copper are without alteration.

A. EUDY.

CONSOLIDATED TREHOL MINING COMPANY.

April 7.—The lode in the sixty fathom level, west of Henwood's shaft, is about eight inches wide, producing some good ore; price for driving, 4¢ per fathom. The lode in the thirty fathom level, east of ditto, is six inches wide, unproductive; price for driving, 40¢ per fathom. If the weather continues dry, we hope to resume the sinking of Henwood's shaft the beginning of next month. We have set a cross-cut at the forty fathom level to drive south of Russell's (an old engine) shaft, to intersect Treghella's and the Mine Park lodes. I have also resumed the cross-cut at the fifty, which is intended to communicate with the new engine-shaft.

H. WILLIAMS. J. MORCOM.

FOREIGN MINES.

UNITED MEXICAN MINING ASSOCIATION.

Guantanamo, Feb. 24.—Mine of Rayas.—There is no variation in the prospects on hacienda account, whilst a very marked alteration has taken place in those on joint account with bucones, owing to the unfortunate circumstance of the complete failure of the ore in the Animas "campos"; it remains, however, to be seen, if the lode improves in the direction at present pursued by the "buscon," or if the bunch of good ore has come to an end. The general result of operations in the mine for the four weeks ending the 15th inst., as compared with the four previous weeks, will be seen by the following statement, which could not be brought up to a later date, as last week's memoria is only closed during this morning:

	Picked ore.	4 mt. sales.	Memorias.	Excess.
4 weeks ending Jan. 18.	1283 2	537,915 7 00	\$17,489 2 30	\$104,327 4 50
4 " " Feb. 15.	1496 8	33,568 0 00	20,518 3 20	130,409 4 60
	Ca. 213 6	\$5681 1 00	\$3099 0 70	\$2682 0 10
		Increase.	Increase.	Increase.

The sale of ore on joint account with bucones, on the 21st instant, reached \$8509 8, and the produce of ore for the week ending 23d inst., on hacienda account, is ca. 406 4. The balance-sheet and appropriation of the profits of two tortas of ore, reduced for account of the owners of nine bars in the mine, shows a surplus, over and above all expenses, of \$9236 1 2—two-thirds of which (\$6157 3 4) having been received by the association towards the payment of the mine debt, this share thereof is, consequently, now reduced to \$207,683 1 3; and the share of the remaining fifteen bars is the same as quoted in my last letter—viz., \$526,007 4 3—gives \$733,690 5 6 as the actual general debt of the mine, subject, however, to reduction on the realisation of the ores on hand at the haciendas of Escalera and Barrera. In the former of these establishments, the number of arrastres employed on the ores of fifteen bars in Rayas, has been increased from fifteen to eighteen; in the latter, the twelve arrastres are at work as usual on the ores of nine bars, of which there is sufficient quantity to keep them all at work.

Quicksilver.—The invoice of the eighty bottles shipped by the Terbit steamer is to hand, and its amount, 19254 0s. 1d., passed to the debit of the corresponding account; and it is perceived that other eighty bottles had been purchased, and sent to Southampton for shipment by the Clyde steamer, appointed to take out the January mail.

Remittance.—A conducta for Mexico is appointed to leave hence in a few days, when I purpose sending to our agents there such an amount of my disposable funds, as can be spared for the purchase of a bill on London, which I hope will not be under 9000L, and I shall request them to remit the same by the return packet, immediately following the present. G. R. GLENNIE.

Note.—The remittance of \$50,000, mentioned in Mr. Glennie's last letter, has been received by this packet.—London, April 10. JOHN MATTHEW, Sec.

ANGLO-MEXICAN MINING COMPANY.

Guantanamo, Feb. 22.—I am sorry to be under the necessity of again giving an unfavourable report on the mine of Ascension, which has continued to be a source of loss to a heavy extent. Mr. Parkman's reports, herewith transmitted, will put the board in possession of the detail of work done in the mine; the result for the four weeks shows a loss of the mine of \$7021—deducting the profit of the maquila, the loss of the company has been \$4118. In Sierra the level of Santiago has communicated with the shaft of San Pedro, after going through sixteen varas of attle, and eight and three-quarter varas of solid ground, which latter would appear to be pillars. Herramientas commenced working in the present week, and will shortly tell what quantity and quality of ore may be expected from this quarter. The haciendas have been working on their reduced scale, with all economy possible. In Escalera the Rayas arrastres have been increased to twenty-one, and twelve arrastres are working on maquila; thirty-two have been employed on Ascension ores, and of the remainder some have been engaged on relaves, and the rest suspended. I am now in treaty with the owners of Melladito again; but their mine has fallen off also, and, for the present, they require only six arrastres.

Feb. 24.—I have received a note from Mr. Parkman, giving some hope of a supply of ore, from the level of Varones, in Ascension. Mr. Parkman says as follows: "Varones has been improving during the week, and I look on the prospect of a clavo as becoming more probable."

BOLANOS MINING COMPANY.

San Clemente, Feb. 16.—My last respects were of the 15th ult., and I have since been favoured with your secretary's letter, 2nd Dec., to which I reply.

Remittance.—I forwarded to Messrs. Jolly and Co., per conducta, 24th ult., for shipment to your address, \$20,000 (arrived).

ZACATECAS MINES.—Since my last, the little there is of interest to report is the following:—The number of bucones at work in the partido continues as large as before, and the total raising of ore is maintained. The trial on the transversal vein in San Clemente, has continued successful; and although the ore does not pass twelve marcos per monton, the paradises of obra are profitably employed on them, and the work began in the end is again advancing in ore. SAN NICOLAS MINE AND THE DISPUTED GROUND.—The west end of La Luz is in abundant and rich ore, and we have every prospect of a continued supply from this quarter. The west end of San Francisco level, after communicating with the winze of San Abundio continues promising, although at present its ore is little or no silver. In the west end of San Fernando we are occupied in lowering the bottoms of the winzes, mentioned in my last; and a bargain is at same time driving westward towards the other winzes. The east end, No. 1, of San Abundio has broken into the general level of Dios nos Guie, and this work has ceased, and we have commenced instead a rise in the rich bunch of ore originally met with in this branch, called San Abundio, to see how far it is productive in the roof; both ends and the bottom having lost all ore. Another bargain has been put in a rise in the old workings of Esperanza, as about this level the mine of San Clemente was so rich in colorado.

In MALANOCHE we must be close on the lode of San Juan Nepomucino, as much water is now coming into the end of our cross-cut.

In SAN RAFAEL the bucones worked but a fortnight, and, because the high quality of the ore was not known by the buyers, they sold so badly that they refused to return, and we have had to send down paradises of obra—these would have paid very well, had the vein of ore, at first met with, continued constant, but it has become narrower, and unless it should again widen, this mode of working cannot be continued. The west end of San Bonifacio had lost all ore, but this week it has again cut a small vein as rich as before. The winze has never been without rich specimens, but only in irregular bunches; next week we shall be deep enough to commence a new end to the west, which will make

room for breaking what ore has been left in sinking the winze itself. The east end of San Bonifacio has cut across lode, probably that of San Francisco de Paula. From a letter from the company's agents at Tampico, dated Tampico, 20th of February:—"We have the honour to enclose a bill of lading for \$20,000, shipped to your address per Royal Mail Steam-Packet Tevot."

Statement of the General Result of the Mines and Haciendas in the Zacatecas District—January, 1845.

Mines.	Profit.	Loss.
San Clemente	\$ 175 1 0	—
San Nicolas	16,638 0 7	—
Malanoche	—	\$ 500 0 0
Veta Bella	—	1,306 1 2
San Rafael	—	2,085 6 2
Loreto	—	61 1 6
Santa Barbara	—	992 3 7
Haciendas	1,706 3 4	—
Deduct loss	\$18,589 3 3	\$5,248 5 1
Profit	\$13,341 0 2	—

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, Feb. 27.—Your dispatches, dated 31st December, came to hand on the 17th inst. I duly note that the directors are much disappointed at the general result of last year; but, when it is taken into consideration that the produce of smelting ore, during the last six months, amounted only to 4000 quintals, it will be seen that any other result could scarcely be expected, although every curtailment in the expenditure, consistent with the future progress of the concern, was promptly carried into effect; and it is satisfactory to me to observe, that the directors have expressed their approval of the steps taken. With respect to the removal of Terreros engine, you will have noticed, by my last letters, that our opinions here have of late somewhat changed, especially with respect to the time. The late increase of water at Dolores, described in former letters, has apparently had the effect of lessening it in nearly all the other mines of the negotiation. At Terreros it has not been so easy for some years past; but still, it is feared, if the engine was suspended, and the water allowed to pass to Dolores, we should be speedily driven from the deep workings, as the stream from the Avadero adit north, although somewhat abated, is still very large. At Acosta the water has also abated, and the engines keep the mine dry, without much difficulty. We have, accordingly, this week resumed the sinking of San Pedro shaft. If, as we hope, a part of the water from this mine, and from Terreros, occasioned the increase at Dolores, it may probably enable us to sink the former perhaps another fifteen or twenty varas, with the present drainage power. The next rainy season, however, will probably decide this question. The directors must not be surprised at the difference of opinion expressed at different times on this important subject, which must naturally vary according to existing circumstances. At Terreros the improvement observed a short time ago in Taylor's level, driving east, led us to decide on carrying out the plan proposed by Mr. Taylor—that of sinking a winze below; the end, however, at present, is not so good, but as there is ore going down in the bottoms of the levels, and the lode has a promising appearance, I propose to carry on the work, which we shall be prepared to commence in the latter part of next month.

At Dolores, the end of the Santa Teresa level, although not rich, has a promising appearance; the water in this place has lately increased, and we expect the winze below Santiago level will be shortly drained, and thus enable us to employ five to ten barreros on azogue ores. By the mine report you will be informed of the particulars of the produce from San Enrique winze, which, on the whole, has a very promising aspect. In the present week, owing to a little water in the bottom, we have suspended the sinking, and commenced stopping east and west; the latter appears to be the best point, and promises to give a good produce; the branch of best ore, however, is very variable, but the quality is very uniform, averaging about 160 mcs. per monton, and the azogue, which is weekly augmenting, is also of good ley (about 25 mcs. per monton). Seeing the favourable appearance of this place, I deemed it prudent to lose no time in resuming to drive the Santiago level, west from Dolores, which had been suspended for some years past; this level is at present producing nearly sufficient ore to pay the expenses, and, as it will come in twenty-seven varas below the San Juan, it is a work of much importance, and will, probably, occupy nearly two years in its completion; if, however, the ore in San Enrique continues downwards, it is an indispensable one, as will be also that of the Santa Teresa, at present driving. At Acosta, since the Santa Brigida vein has been cut in the Avadero level, east of San Pedro, the eighty-one vara level has been left dry to a great extent, and we have accordingly commenced working on the ore ground below, the same in three distinct points, from which, and from San Cayetano winze, below the sixty-six, we are at present raising upwards of 600 cargus per week, the average ley of which (according to the mine assay), during the whole of this month, was 19 mcs. per monton; of the class for smelting there has been a very small proportion. This mine, therefore, upon the whole, is presenting a very favourable appearance, and will continue to yield us a good supply of ore for a considerable time to come, and it is this circumstance has made me so very anxious to resume the sinking of the San Pedro shaft. The prospects of the mine of San Rosario are favourable, inasmuch as the ore seems to continue in length eastward in the San Guillermo, or fifty-eight vara level; the shaft has been cleared about thirty-two varas below the ninety-two vara level, without discovering any more workings, and we are prevented following down this work at present, owing to foul air, and, in the meantime, we propose to drive the ninety-two east to communicate with the planes in the vicinity of San Alejandro winze. It will be seen, that although the returns have fallen short, yet the costs have been reduced in proportion. For the month of January, the mines' cost amounted only to \$24,333; but, in order to accomplish this, several important works have been suspended, which I hope to be able to resume—such, for instance, as a trial of the vein west of San Francisco, at the fifty vara level, sinking Dolores perpendicular shaft. The quantity of ore raised during the last week amounted to 1251 cargus of azogue, and 45 of smelting ore—making a total of 1296 cargus; and I expect we shall be able to continue producing fully this quantity for some time to come, and which I expect will leave a profit. Costs for January, \$42,813 63; returns, \$38,344 14—loss, \$4469 5.

ST. JOHN DEL REY MINING COMPANY.

Marro Velho, Jan. 28.—Average number of stamping days, with 71 heads, 25-9; heads working twenty-eight days, 65-68. The supply of ore has been very bad, which is chiefly attributable to two causes—the change of system in distributing the working hours, and the water being in the mine. The second cause, combined with the circumstance of the Baha shafts not being yet rebuilt, is, in my opinion, the principal cause of a short supply of ore. The water has covered (and these shafts command) the best slopes in the United Mines for breaking ore; the greater part of the slopes where the force has been placed are exceedingly hard and bad for tearing—they always were so from the surface; the water will, I expect, be in fork to-morrow in the Baha, and the two new Baha shafts will, or ought to, be ready by the 8th February, after which, two or three days will be necessary for cleaning up the mine, which is covered with slime for some fifteen fathoms in length, and then stopping will go on as usual. You must recollect that the old Baha drawing shafts were damaged by the stone which fell into the mine.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gongo Seco, Jan. 23.—Our last letters from the agents advise the safe arrival of Mr. Fitzpatrick at Rio, with the remittance of 45 lbs. 7 oz. 14 grs. of gold dust, mentioned in my respects of the 3d; on his return, he will bring the prayer books, and part, if not the whole, of the supply of miners' hats per last packet. Since I had last this honour, we have not had a single dry day; our timber cars and provision troops are, therefore, scarcely able to do more than half labour, and even this distresses them. You will judge of the state of the country from the fact, that the quantity of rain already fallen since the 1st inst. would have exceeded twenty inches in depth over the whole surface, if it had not run off, or been absorbed by the earth. The sides of Walker's shafts have fallen together, but, as it was not intended to rise it again, no efforts were made to keep it open; its loss will be no detriment to our operations. Our western tram level has now reached the slopes west of Pengelly's shaft, and we have for some days had a considerable force on them; they have not yet afforded us anything valuable, but I hope we may look for some improvement shortly, and probably some produce for the washing-house, although my hopes are not very high. We are now nearly so deep at Vesev's as we think we can safely extend our lowest life (set of pumps), and in a few days we shall prepare to drive at this spot; I regret that appearances there are not very flattering, although we are not without traces of gold in our samples. We have yet intersected nothing in our cross-cut at the forty-eight fathom level, north of Lyon's shaft. At Santa Anna nothing new has occurred, nor have we yet anything to report respecting the most distant of our two eastern cross-cuts; at the nearer of them, however, we seem to have cut through the whole of the iron formation, and to have reached the slate on which it rests; this work has therefore been discontinued. The washing strikes for extracting any gold which may have escaped from our stamps and other washing apparatus, and subsided with the mud in the river's bed, in the glen near the village, was set at work yesterday—too recently for us to report on the produce. The enormous rains have for the present stopped our works at Gibbs's shaft in Catia Preta, and rather impeded the prosecution of the adit from Brightman's. At Thomas's, I am happy to say, the lode has improved in appearance, and speaks of gold has been seen in it, although but scarce. We have removed some of the Englishmen to live in the neighbouring village, and taken some little care of their comforts; at my last visit, I am happy to say, I had not a single complaint of any kind.

Feb. 3.—Although the gold returns present slight improvement, it is thought to be due to our re-working the refuse of Hollingsworth's stamps some years ago, and I have still to lament, that the mine presents nothing on which to congratulate ourselves. We have ten Europeans besides the requisite number of labourers at work on the western ground; but I regret that, notwithstanding

the trifling quantity of work for the washing-house, it has yet given no indication of any important improvement. At Vesev's shaft we are preparing to drive on the junction, which at the bottom of the shaft consists of several separate veins, and has not much resemblance to those portions which yielded riches in other parts of the mine. The appearance in the cross-cut at the forty-eight fathom level, north of Lyon's, is unchanged since my last. The other portions of the old workings, becoming gradually exhausted, require no remark.

There is no alteration needing observation at Santa Anna. In the cross-cut, east of the village, there are traces of the iron slate formation; but nothing of importance had yet been disclosed there. At Catia Preta the water prevents all work at Gibbs's shaft, and considerably impedes the progress of the adit from Brightman's. The improved appearance still continues at Thomas's; but we are not yet able to test its actual value. The quartz lode presents nothing new. The rains still continue daily with but little diminution; but we have lately suffered nothing from them, excepting in the difficulty of transporting supplies of all kinds. The gold troop, under Mr. Fitzpatrick's command, arrived from Rio on the 31st ult.; after a journey which the rains and roads rendered one of almost unexampled severity, and during which it was detained four days, in consequence of the Government ferry at the Parahybuna having been impassable. I am happy to add, that the whole returned in excellent health and condition.

W. J. HENWOOD.

Account of Gold Workings.		
1845.	Stamps.	Total.
Jan. 3 to 10	25 2 4 0	25 2 4 0
" 11 to 20	3 10 5 0	3 10 5 0
" 21 to 29	0 8 13 0	0 8 13 0
" 31	7 5 4 0	7 5 4 0
	16 6 13 0	17 2 8 0

Catia Preta, Jan. 29.—The heavy rains have prevented the timber necessary for the new stulls from being brought in; but the weather just now being somewhat finer, I hope to be more successful. The miserable supply of stone from the mine of late arises, chiefly, from the bad state of the old hauling machine. Finding that to repair it thoroughly will take nearly as long as to put another axle in the new one, I have determined on the latter, and I expect it will be completed in a fortnight. This will have the advantage of allowing us to prove the mine west of the cross-course, at any horizon that it may be thought well to do so; and, in the meantime, should any favourable change take place in the present workings, the two machines will enable us to extract all the ore that can be broken. The quality of that now stamping is not worse than when I last addressed you. At Sumidouro we have been laying a tram-road in the deep adit, which was only completed a day or two since. This accounts for the still more miserable return from that mine. I believe that, henceforward, the two sets of six-head stamps will be kept fully supplied, but the stone continues very poor in quality.

E. HARDING.

Gold return for two weeks to 31st January, 11 lbs. 4 oz. 14 dwts. 23 grs.; for the month of January, 23 lbs. 3 oz. 0 dwts. 4 grs.

TO THE SHAREHOLDERS IN BOTALLACK MINE.

GENTLEMEN.—I perceive that shares in this mine are stated in some of the Cornish papers at 475L or 480L, though none can be had here for 550L. I should not have noticed it, had I not accidentally seen a higher quotation the previous week, and of hearing one of the advertisements state that, within the last few days, valuable discoveries had been made. My advice to shareholders is: do not give a price until you know what the improvements are—or, probably, you will be duped by the dodgers.—Penance, April 8. A LOOKER-ON.

NORTH WHEEL MARIA MINE.

SIR,—As the neighbourhood of Tavistock, at the present time, is looked on with more than ordinary interest by parties willing to embark in mining speculations, in consequence of the extraordinary productiveness of the Wheel Maria Mine, I would, therefore, caution all such parties before they spend their money, and giving large premiums for shares in sets—I will not call them mines—it would be well, if they wished to save their pockets, to have such sets examined by practical men, and not listen (as too many have done) to the reports of interested parties. With regard to North Wheel Maria, I would ask, what has been discovered there that shares should be at such a large premium, when 20s. would pay for the work done? If cannot be for its vicinity to Wheel Maria, for it must be two miles off in a north-east direction, neither can it be for the "kindly" (to use a miners' term) appearance of the lode, which some say is anything but kindly—then, what can make such a favourite at the present time with parties ignorant of mining? There must, certainly, be a charm attending it, and I think it must be in its name, which sounds so pleasantly to the ear at the present time; it makes no difference, so that it bears the name of Maria, whether it be north, south, east, or west. What golden harvests some must be gathering in by the use of Maria's name.

OBSERVER.

Tavistock, April 7.

WHEEL MARTHA MINING COMPANY.

SIR.—The report of the Wheel Martha Mines, in last week's Journal, represented that I said, "I had brought up specimens of the cross-course west (I presume, it should be west of the cross-course), which having been assayed, proved of the rarest quality; the unparalleled quantity of 23½ per cent. of copper had been produced from it." As this statement may mislead those concerned in the mines, I am sure you will allow me to observe, that I did not state anything of the kind. I mentioned, that a small stone of ore, east of the cross-course, did produce that result, and that a stone west of the cross-course produced 84 per cent. of copper. The report states Mr. Sargeant had brought up specimens of ore nearly solid metal. I have this day been underground, and can only say, I can find no solid metal, or even ore of the quality brought up by Mr. Sargeant, to justify such observations. I beg you will see that my only object in addressing you is to prevent a misconception, which might lead to too sanguine expectations, and against which I cautioned the meeting.

P. N. JOHNSON.

BAL DOCTORS.

SIR,—As one interested in the well-being of our mining population, allow me to ask, whether the present system of paying for medicines and attendance for miners operates for the benefit of our disabled men during their affliction? I saw one miner the other day who had been ill a long time, but had not been visited by the bal doctor. There should, perhaps, be a dispensary at the mine. May I also ask, what means are taken to restore our pauper mining lunatics to sanity after their commitment to our asylum? A. T. J. MARTIN.

Penance, April 5.

WHEEL ANDERTON MINE.

SIR.—I observe in *The Mining Journal* of the 29th ult. that you have corroborated my assertions in my letter of the 7th February last, wherein I exposed your assumptive ignorance in mining matters, and ungentlemanly conduct in attacking a property belonging to a respectable company. As regards your teasing me, when you wrote that silly article of the cock fluttering his wings, such I treat with the contempt it merits. The pretty wheel, that has attracted your attention so much these eight or nine months past, has been of sufficient power to keep the mine clear of water, and to enable us to make a discovery of tin and copper ores, which promise well, but not spathos of iron, as you termed it to be. As a matter of course, when a building for the mine is ordered for erection, perhaps you will favour me with your opinion, whether it would not be more prudent in me to send a few tons of tin and copper ores, now ready for sale, to some smelting-house, than go to the expense of building a smelting-house, as you term it—having other ways to appropriate the capital we anticipate confidently to realise from the sale of the tin and copper ores, leaving the "Abstract" silver-lead ore, for a future sale, to pay for the second-hand shaft—otherwise, we might break down; of course, it would soon be known in a small town whether the full "carpenter" had always paid 20s. in the pound, or the Editor of a paper, always professing to be the miner's friend (alas! how are they disappointed!), one to whom we looked for honesty, impartiality, truth, and assistance, through the medium of the columns of his Journal.—Tavistock, April 2.

JAMES CARPENTER.

P.S.—As you were so kind, some time ago, to say your columns were open to me, have the kindness to insert in your next paper the foregoing.—J. C.

[We insert the letter of our fictitious friend, the object of the Journal being amusement as well as that of instruction, while it is, in itself, the only record of mining operations. It is, perhaps, true that we ought not to have touched the "carpenter's" shop, whose "wise saws and modern instances" we believe, require not publicity through our columns. His practical ability at the bench is admitted, for we believe he can even work on a beard, until it becomes a sharing, so sharp (q. flat?) are the tools which he employs. With respect to the "cock fluttering his wings," we were informed of the circumstance on good authority; and are glad to learn that the "pretty wheel" has been of sufficient power to keep the mine clear of water—it is also appearing, in the absence of any other information, to have kept the mine clear of ore also; it is, however, somewhat doubtful whether the wheel, when in action, was propelled by wind or water, the former element abounding more in that immediate district. A discovery has, however, been made; this must be highly satisfactory to the adventurers, while the pathos of the irony in which our correspondent indulges, is truly poetical, as are, we understand, several of the rhymes in which he occasionally indulges, although some say without reason. We feel for ourselves, for never have we had so hard a hit. The carpenter writes plain, but we are not to be chiselled.]

CARADON WHEEL HOOPER MINE.—A meeting of adventurers was held on Monday, the 31st ult., at Callington, when it was resolved to erect an engine of 30-in. cylinder without delay—the recent discoveries and general prospects of the mine fully warranting the most efficient operations. Instructions have been given to Mr. W. West, engineer, to furnish specifications for one of these combined cylinder-engines, the same to be erected by the 1st July next.

WESTERLAKE MINE.—(From a Correspondent).—This is a mine of great promise; samples of the lode (which is upwards of four feet wide) have been assayed, and found to be worth 10L per ton in the stone, as broken out of the lode. The mine is situated a little north-west of Trekeive estate, in St. Clr., in the immediate neighbourhood of the Caradons.

BRITISH MINES. BRITISH MINES—continued.

The Mining Journal.

No. 503.]

ENLARGED SHEET.

[APRIL 12.]

CASE OF FOREIGN COPPER ORE.

Sir,—Your attention is earnestly and respectfully requested to the following facts:—

The smelting of copper has hitherto been mainly confined to Great Britain, giving confidence to operations, improvement in processes, and greater steadiness of price than would otherwise have existed. Nos. 42, 43, 44, in the accompanying statements. Three systems of fiscal regulations have been applied to foreign copper ores. Previous to 1829 they were prohibited, from 1829 to 1843 they were admitted, to be melted in bond, and the produce re-exported, free of duty, and in 1843 they were admitted only on payment of duty, whether intended for home consumption or re-export.—No. 44.

British ores fluctuated more in price under the first system than either of the others.—No. 44.

The President of the Board of Trade, in July, 1843, stated that the present law was open for alteration, if not found to work well.—No. 32.

Imports, since 1843, do not indicate the well-working of the present system, but arise from peculiar circumstances.—No. 45.

The quantity of British ores raised has constantly increased under the importation of foreign ores.—Nos. 4, 46.

The value of British ores has increased by having an admixture of foreign ores to smelt with them.—No. 47.

The expense of importing foreign ores is, of itself, most ample protection to the British miner.—No. 51.

If the present duty is retained, the great bulk of the trade will be lost to this country, as was the case with lead.—Nos. 15, 16, 17, 42, 43.

Other nations are most anxious to obtain this business, and are directing their attention to it.—Nos. 7, 8, 9, 11, 12, 15, 17, 19, 20, 21, 23, 24, 25, 26, 29, 30, 31, 32, 34, 41.

The business is important to the British shipowner, who will suffer either from its loss or curtailment.—No. 48.

Chili is one of the most important, prosperous, and faith-keeping states of South America; imports all the manufactured goods she consumes, and that principally from England, in consequence of our taking copper ores in return.—Nos. 14, 39, 49.

The produce of her copper mines is almost the only means of payment Chili possesses.—Nos. 49, 50.

The smelting of copper ore has commenced in Chili, and received every encouragement from the Government.—Nos. 17, 30, 32, 33.

The exports to Chili have fallen off since the duty on copper ore was imposed.—Nos. 16, 17, 25, 26, 27, 33, 35, 48.

Memorials (copies of which accompany this) have already been presented to the Lords of the Committee of Privy Council for Trade, praying for the "Abolition of the Duty on the Importation of Copper Ores," and we now beg that you will promote our object.

We are, on behalf of the memorialists, your obedient servants,

W. ARMSTRONG. C. BROWNELL.

No. 1.—The Memorial presented on the 3d February, as printed in the MINING JOURNAL of the 15th of that month.

No. 2.—An account of Foreign Ores imported into Great Britain, and delivered in bond to be smelted, from the commencement of the trade to the 9th of July, 1842:—

Year.	Ore.	Tons copper.
1831	2545 tons, containing by estimate	528
1832	3960 "	821
1833	5931 "	1230
1834	7301 "	1515
1835	13945 "	2893
1836	18419 "	3822
1837	19496 "	4045
1838	27067 "	5616
1839	30195 "	6265
1840	42248 "	8766
1841	48685 "	10102

Total quantity of copper exported in discharge of bonds, 52,650 tons 2 cwt. 0 qr. 23 lb.

No. 3.—Account of Foreign Ores imported on which duties have been paid:—

Year.	Ore.	Tons copper.
1842	15705 tons, containing by estimate	3219
1843	55720 "	11422

No. 4.—An account of Copper Ore sold in Cornwall:—

Year ending June 30.	ORE.	Tons.	COPPER.	Tons.	PRICE p. ton of COPPER.
1832	137357	12099	0 1 22	2 84	19 0
1833	138300	11327	15 3 18	93	19 0
1834	143296	11356	10 1 9	96	10 0
1835	150617	12349	6 1 6	89	16 0
1836	140981	11714	9 2 27	99	0 0
1837	100753	10883	10 3 10	101	10 0
1838	145688	11618	11 1 15	91	16 0
1839	159214	12526	16 1 4	92	3 0
1840	148649	11244	4 3 17	89	15 0
1841	147835	10945	9 2 13	100	6 0
1842	154180	11244	17 1 4	101	11 0
1843	153658	11683	10 3 1	91	8 0
1844	158667	11736	14 0 5	90	17 0

No. 5.—Abstract of the Parliamentary Return of Copper Exported, showing the quantity taken by the countries connected with Great Britain and by other countries:—

TO COUNTRIES INDEPENDENT OF GREAT BRITAIN.	Tons.	cwt.	grs.	lbs.
Russia	0	7	1	4
Sweden and Norway	39	18	2	8
Denmark	4	11	2	6
Prussia	80	3	3	0
Germany	808	15	1	14
Holland	900	0	3	0
Belgium	463	11	3	6
France	5085	13	3	0
Portugal, Azores, Madeira	151	2	2	19
Spain, Canaries	56	5	3	25
Italy	810	5	1	7
Turkey and Greece	13	19	0	11
Africa	117	14	1	26
Foreign West Indies	183	2	0	10
United States	1483	4	2	8
Brazil	421	17	3	11
South America	83	11	3	17

TO COUNTRIES IN CONNECTION WITH GREAT BRITAIN.	Tons.	cwt.	grs.	lbs.
Asia (principally to the E. Indies)	6439	11	2	14
Australia	88	2	3	18
Gibraltar	90	17	3	4
Malta and Ionian Isles	44	1	3	27
British North America	141	1	1	0
British West Indies	222	3	0	19
Guernsey, Jersey, &c.	47	7	1	13

Total tons. 17777 12 3 15

No. 6.—Average Prices of certain Materials delivered at the Mines in Cornwall for Ten Years, as well as Monthly Wages of Miners for same period:—

Yrs.	Coal per ton, delivered.	Iron per ton.	Cordage per cwt.	Candles per doz. lbs.	Av. monthly wages of miners.
1834	15s. 9d.	£8 0 0	38s.	4s. 11d.	£2 12 11
1835	15 6	7 18 0	35	4 8	2 10 8
1836	17 10	12 10 0	34	5 5	2 13 2
1837	19 8	10 10 0	38	5 1	2 7 1
1838	18 6	10 0 0	38	5 11	2 7 9
1839	18 6	10 10 0	47	5 11	2 10 8
1840	18 0	9 10 0	40	5 11	2 5 8
1841	18 0	9 0 0	47	5 6	2 7 5
1842	17 0	6 10 0	39	5 7	2 5 9
1843	15 6	6 10 0	36	5 0	2 2 10

No. 7.—Official account of the Copper Ore and Chilian Copper imported into France from South America—furnished by Mr. E. Budd:—

	Kilo.	Chilian copper, in bars.	Kilo.
1837.. Copper ore.....	32685		31600
1838.. ..	26800		78460
1839.. ..	71816		
1840.. ..	88177	Peruvian ..	320000
1841.. ..	196215	Chilian ..	46300
1842.. ..	365182	Peruvian ..	332544
1843.. ..	572407	Chilian ..	310926
		Peruvian ..	163150
		Chilian ..	225547
		Chilian ..	525712
		Mexican ..	770380
		Peruvian ..	885231
			18629

No. 8.—Extract from a letter to Messrs. Brownells and Co., dated Valparaiso, 24th August, 1843:—

The copper bars you may send to the continent, for which several shipments are making, particularly to France, where the price is said to be remunerating.

No. 9.—Extract from a letter furnished to Messrs. Todd Naylor and Co., dated United States, 29th December, 1843:—

The Cuba people and other parties interested in the production of copper ore in America are generally dissatisfied with the net proceeds of their sales in England, and will probably throw all their weight and influence in favour of their disposal elsewhere. I was informed at New York, ten days since, by a highly respectable merchant of St. Jago de Cuba, with whom I am in communication, and who takes a very great interest in the subject, that a cargo of ore is being sent from that port (the produce of the St. Jose Mines, adjoining the Cobre and St. Jago Mines) to Antwerp, to be smelted in the interior of Belgium; but, from what I know of the other countries, I have no idea that the Belgians can compete with the United States in this business. The Riviere Copper Company (large rollers of metal), Boston, have recently purchased a cargo of copper ore from Cuba at New York, and they are now in treaty with Messrs. A. and J. Kulston, of this city, for a premises which they have near Boston, for the purpose of smelting. I believe they will soon be followed in their operations by other parties who are also large dealers in the metal.

No. 10.—Extract from a letter to Messrs. Todd Naylor and Co., from a miner, dated Coquimbo, 18th April, 1844:—

The heavy losses on my shipments of copper ore to England, consequent on the duties imposed there, have led me to make copper here, and many friends of mine who have also suffered are beginning to do the same.

No. 11.—Extract from a letter to Messrs. Todd Naylor and Co., dated Tacna, 17th April, 1844:—

Large quantities of barilla are coming down on account of Messrs. Roux, a French house, whose agents here are Messrs. Huth and Co.

No. 12.—Extract from a letter to Messrs. Brownells, dated Valparaiso, 2d June, 1844:—

There are now orders from the United States to purchase from one to two thousand tons of ore at certain limits, and these will be certainly increased so soon as the means of smelting are in a more forward state.

No. 13.—Certificate of import of Foreign Copper:—

PORT OF LIVERPOOL.—An account of the quantity of copper imported into this port from 6th January, 1843, to 5th November, 1844:—

Year ending Jan. 5, 1844.	In Bars.	In Pig.	In Bricks.
	Cwt. gr. lb.	Cwt. gr. lb.	Cwt. gr. lb.
From 6th Jan. to 5th Nov. 1843.	1757 3 23.	157 1 13.	76 2 4
From 6th Jan. to 5th Nov. 1844.	4010 1 3.	13571 3 12.	

Custom-house, 13th November, 1844.

No. 14.—Statement made by Messrs. Brownells and Co., of Liverpool, 23d November, 1844:—

We pledge ourselves to the accuracy of the assertion, that a wealthy and extensive miner in Chili has applied, to us to furnish a superintendent, assistant bricklayers, and others useful, with materials for erecting works, and that we have now orders on hand from others for fire-bricks.

The same gentlemen write on the same date:—

The North Americans have long had an extensive and increasing trade with the West Coast in gray calicoes, called domestic, dark blue cotton drills, soap, candles, &c., and they have the command of the markets therein; and our house at Lima, as well as at Valparaiso, constantly state their inability to compete with the Americans in those articles. Hitherto they have imported under great disadvantage, having no return loading for their vessels, but they have had to make their returns either in copper bars or dollars; the latter of which, it will be seen by a letter, dated 10th February, 1844, which bore 12 per cent. to 13 per cent. premium, and would be immensely increased if the whole returns for British manufactures had to be made in that form instead of in copper ores. The French, also, are carrying on a considerable trade with the West Coast, and late advices from a house at Lima state that they were undersold by them in blankets.

No. 15.—Statement contained in a letter received from H. Bath and Sons, dated Swansea, 15th December, 1844:—

In reply to your inquiry, we may inform them that a correspondent of ours in Chili was formerly in the habit of smelting his ores, and sending the produce in pig copper to China, but that on the trade with England being established he gave up smelting, and sent the produce to this country for sale. This continued until the alteration in the tariff, which obliged him to enter his ores for home consumption, and pay the duty upon them. This has proved such a tax on him and the other Chilian miners, that he has been compelled to resort again to smelting, and seek another market for his copper, which he will readily find in the United States, as the principal American houses have agents stationed at the different parts of the West Coast of South America for the purpose of purchasing copper for the United States market, which they do to a very considerable extent. In order to carry out the views of our friend, we have in the course of the present year sent out to him a quantity of bricks, coal, and coke, with the requisite machinery for smelting. An experiment has already been made by him which has completely succeeded, so that we have no doubt of his extending his operations, should the continuance of the tariff render it advisable for him to do so. In a letter from the son of the writer, who resides in Chili, he states that 500 tons of bar copper was then shipping on the ship "Chili," Captain Knowles, for Boston. The owner of this ship is a correspondent of ours, he has several large ships on that trade, and he is continually making very extensive purchases of copper for the United States market.

No. 16.—Extract of a letter received by Messrs. Brownells and Co., dated Valparaiso, 5th August, 1843:—

I am in hopes copper ore will improve in price, otherwise the lower qualities, so to 35 per cent., which constitute the bulk of shipments from this coast, will not answer, the more particularly when freights improve, it seems to me the Government will have eventually to consider the necessity of allowing the ores to be smelted in bond, for already both the North Americans and the Germans are on the alert, and likely, if the British Government persist that all their neighbours shall buy their copper with their duties upon it, they will soon find an opposition and a remedy to a disadvantageous trade. The importers of ore into England are losing nearly the amount of duty, for the prices have met no corresponding advance.

No. 17.—Extract from a letter to Messrs. Brownells and Co., dated Valparaiso, 7th October, 1843:—

One or two North American agents, copper buyers, who do not like the remittance or sale of ore to England, have endeavoured much to persuade our shippers of high qualities to return to smelting, and I fear if some alleviation is not obtained by your representations to Government, we shall have much difficulty in persuading them to continue their exportation. Some change must be made, or this branch will receive a great and perhaps fatal blow, by the ores being carried elsewhere. The North Americans are alive to this, and from the repeated inquiries made by a house here, I am inclined to believe they are already starting some smelting works. Wood fuel is abundant in North America; according to the opinion of several of the English smelters now here and using wood, it presents many advantages over coal; but do not be led away by the idea that coal alone is what favours smelting at home, for they must recollect the usual product of Chili, all smelted from wood, varies from 6000 to 8000 tons of bar copper annually; and if they continue to tighten the cord too much, I see no reason why the Americans should not also be smelters, even if the Germans do not take it in hand, which seems also with them to be a favourite topic. It is preposterous to suppose that they are to recover a high duty on all the copper consumed on the continent, and that the parties will not take the requisite steps to prevent it.

No. 18.—Extract from a letter received by William Leckie, Esq., secretary to the Royal Cobre Mining Association, London, 23d Dec., 1843:—

As there is a probability that we shall be in a situation about the middle of next year to become purchasers of copper ores, we shall be much obliged by your informing, as such case occurring, whether you will be disposed to treat with us in the same manner as you deal with the smelting establishments in Wales, we having a right to receive your ore in bond or from the ship's side for exportation. The motive of our requesting from you a reply to the above question, is for the purpose to satisfy some friends of ours on the continent, who are desirous to know whether they can reckon on this market for a supply of ores.

No. 19.—Extract from a letter received by Messrs. Todd Naylor and Co., dated United States, 29th December, 1843:—

The business of smelting copper ore will, I think, be soon carried on extensively in the United States. The attention of various parties is being strongly drawn to it, and there appears to be no doubt of its succeeding well, owing principally to the duty imposed on the import of foreign ores into England under the New Tariff, and the protection given to the British West India interest, which prevents the trade

which would be between England and Cuba, and the moderate rate of freight of copper ore from thence to England which would result from it. The rate of freight from St. Jago de Cuba is 55s. per ton; ditto from ditto to New York, Philadelphia, or Boston, would be about 55s. per ton.

Difference in freight in favour of the United States, 30s. per ton. Ditto in freight of ores of 12 per cent. 24 tons, 21s. 10s. 0d. in favour of U. States.

Duty in England, 3s. 0d. 0s. 15 9s. 0d. Ditto ores of 12 per cent. (4 5/8 tons) 18s. 0d. 0s. 12 18s. 0d. Ditto ores of 24 per cent. (1 1/2 tons) 6s. 0d. 0s. 12 18s. 0d.

Duty in England, 6s. 0d. 0s. 12 18s. 0d. 0s. 12 18s. 0d. In favour of the United States, the difference of expenses of fuel, labour, &c., in England. These are the data principally relied on by the parties alluded to, and they appear to me to be fairly stated. There are also other charges of smaller amount which will readily occur to you.

No. 20.—Extract of a letter received by Messrs. Brownells and Co., dated Valparaiso, 26th April, 1844:—

I see a manifest disposition to smelt in the country, and conceive the Government, during the next session of Congress, will propose measures to facilitate all they can; and one will be to allow foreign coal to be imported duty free, as well as placed in the minor ports by foreign vessels. This has many advocates; but, I think, they must first make trials of coal, and know what proportion the consumption bears to wood; what I most fear is, the North Americans coming into contact, which would injure us much, and we must meddle as little as possible with bar copper, which they consider out of our province.

No. 21.—Extract of a letter from a Cornish Miner, now agent to English merchants in Chili, dated Pampa de la Serena, 10th May, 1844:—

While we were last at —, an American vessel left this port for China, with about 2500 quintals of bar copper, shipped by Mr. Hayland. A vessel, called the "Bernice," will leave this port in a few days for Liverpool, with about 6000 quintals of bar copper, shipped by Mr. Hayland also; and a vessel, called the "Thuria," will sail in a few days, likewise, for Liverpool, with about 4000 quintals of regulus, shipped by the house of Gibbs, Crawley, and Co., Valparaiso. About two months ago, I had a glance of a printed letter addressed to the Board of Trade, London, by a Scotch house, signed, I think, Gemmell and Brothers, or Gemmell, Brothers, and Co.—I am not certain which;—pointing out the impropriety of the late tariff laid on copper ores, &c., imported into England, and estimating the probability of some steps being soon taken to obviate this great inconvenience, either by erecting furnaces in this country, or otherwise in Belgium, and thus reduce their ores and regulus into copper suitable for foreign markets, without suffering it to be carried to England. A short time ago, I had some little conversation with Mr. Ross, who has been purchasing our ores in large quantities, under the protection of the above-named firm, respecting the copper ore business. His opinion was that the Chili Government were long; impose a heavy duty on all ores, and regulus in order to prevent them being exported, but to smelt them in this country. To this he added—I have a letter in my possession from Messrs. Gemmell, Harker, and Co., offering to place any quantity of coal on shore at Coquimbo that might be wanted, at 2s. per ton. Here the conversation ended. A few days ago, a vessel arrived at this port, bringing bricks for the above-named party, G. H. and Co., for the purpose (as we have been told secretly) of erecting furnaces in Tortorilla. Judging, first, from having seen the said letter—and, secondly, from Mr. Ross's observations respecting the coal, &c.—and, lastly, as the private information was given us by a custom-house officer, who has the confidence of the Edwards's family, I am almost compelled to believe that there is something of the kind on foot, which will be rather unpleasant for us if carried into effect.

No. 22.—Extract of a letter from a Cornish Assay Master, dated Pampa de la Serena, 5th June, 1844:—

I beg leave to remark, that I have not been able to obtain any further particulars respecting the intended speculation of Messrs. Gemmell and Co., erecting furnaces at Tortorilla. Mr. Thomas is still of opinion that an undertaking of this kind, well managed and skilfully directed, would handsomely remunerate any party who would carry it into practice (provided that coal could be procured on cheap terms for smelting); but Mr. Thomas evinces a reluctance yet to lay this matter before you until he has given it a more attentive consideration.

No. 23.—Consulate of the United States of America, Havrillas Cuba, June 19, 1844:—

Dear Sir,—Aware that you, as well as a great portion of your readers, are deeply interested in all that concerns the commerce of the United States, allow me to present to you a statement of the widely disseminated truths of your invaluable Magazine, upon a very important branch of industry, which has, as yet, unfortunately, received little or no attention in our country—I mean the smelting of copper ores, which is so productive of revenue to Great Britain. Are you aware that there are several American companies in the Island of Cuba, who ship the ores of their copper mines to England, under enormous expenses of duty, freight, &c., for want of purchasers in the United States? Such is the fact. Now, if these ores were smelted in the United States, as it is done in England, the other expenses connected with the introduction and sale of it at the latter place so far exceed what it could possibly cost in the former. The expenses on a cargo of mineral, from the time it leaves New York till it is sold in Liverpool, or Swansea, amount to nearly one-fifth of its entire value, and as it is shipped direct from Cuba to the latter place, they will exceed even that, as freight is usually from 2s. 10s. to 3s. per ton. To prove to you the truth of what I have stated, I beg to present a copy of account sales rendered to me by my agents in England. (See subjoined table). The freight of mineral from Havana to New York, for instance, is from 7s. to 7s. 6d. per ton. There is no duty on copper ores introduced into the United States. In sending ores to the States for smelting, the wastage would be little compared with what it is by our present and cheapest mode of getting it to Swansea. Several copper mines have recently been opened in this district, and some of them bid fair to be very productive; at the one in which I am interested I have put up a high pressure engine, the first steam machinery ever introduced into this province. Mineral appears to be very abundant here, and I shall be delighted to know, when I am again loading American vessels with ore, that American furnaces are required there. This subject of smelting, at which I have hinted in the above very hastily and imperfect sketch, I shall endeavour to present to our Government in a more extended form for its consideration, in order that it may have an eye to the minutest interests of the commerce of the United States, as well as the welfare of its subjects here and in other foreign places. I have the honour to remain, &c.,

Freeman Hunt, Esq. GEORGE DIXON, Vice-Consul.

Account Sales of Copper Ores received from New York, per "Joseph Arnold," Captain Harrison, and sold here by order, on account and risk of John Simmons and Son, Boston, sold at three months' credit:—

1844.	File.	No. 1, weighing.	Tons c. qr. lb.
			7000. 43 1 8
		Cwt. q. lb.	20 cwt. 57 14 3 8

Moisture... 250 1/2 lbs. per 21 cwt. 12 2 12 2 15 3 20

Allowance... 24 1/2 lbs. per 21 cwt. 12 2 12 2 15 3 20

Or 54 tons 20 cwt. 3 qrs. of 21 cwt. product 184, standard 961.

Price £14 8 6. £2793 4 1

File No. 2, weighed 397 1/2 lbs. per 21 cwt. 12 2 12 2 15 3 20

Moisture... 250 1/2 lbs. per 21 cwt. 12 2 12 2 15 3 20

Allowance... 24 1/2 lbs. per 21 cwt. 12 2 12 2 15 3 20

Or 25 tons 5 cwt. 2 qrs. of 21 cwt. product 191, standard 90.

Price £14 14 0. £371 7 0

CHARGES. £1164 11 1

Insurance 1s. 150 to 25 and 3 per cent. £16 3 6

Freights 15 and 5 per cent. per ton; 89 tons 70 7 10

7 cwt. 3 qrs. 10 lbs. 5 4 6

Bond, dock, town dues and entry 5 4 6

No. 37.—Memorial presented 11th February, 1845:—

To the Right Hon. the Lords of the Committee of the Privy Council for Trade.

With reference to the Memorial of the merchants, shipowners, importers of copper ore, and copper smelters, and the interview with your lordships respecting it on the 3d instant, we beg to be excused in again presenting the subject on your notice; but, as the matter appears to us to be of such importance to the various interests represented on that occasion, and especially to ourselves as merchants trading to Chili, we are anxious to impress the following facts upon your attention:—

1. That the copper mines in Chili are worked by free labour, and that the produce is almost the only means that country affords for making returns for goods exported from Great Britain.

2. That the expense of transit from the mines to the coast, and the rate of freight, in consequence of the great distance of Chili (about 100 to 120 days' voyage), is equal to about 11s. per ton of copper ore, or on an average produce of that ore to 44s. per ton of copper, affording a protection to that extent to the produce of British mines.

3. That the quality of the copper ore of Chili affords greater facility and inducement for the smelting of it on the spot than the ore of other countries—whilst, from the same cause, it is peculiarly valuable for import, and beneficial to the British miner as an admixture with British ores.

4. That the extent to which the manufacture of bar copper has already been carried, and the increased import from thence latterly, as proved by official returns, shows the importance of discouraging any extension of that manufacture.

We trust that the importance of the matter to the extensive trade between Great Britain and Chili, and the perfect safety to the British miner with which the boon may be conceded, will justify us in again drawing the attention of your lordships to this subject. (Signed by)

Brownells and Co. Gibbes, Bright, and Co.
Todd, Naylor, and Co. Joseph Hegan and Co.
Fred. Barnard. Joseph Green and Co.
W. Armstrong. G. F. Dickson and Co.
W. and John Lockett. Graham, McLean, and Co.
The British and Foreign Copper Co. John Bibby and Sons.
Newlyn, Lyon, and Co. J. Provise and Co.
G. Taylor, Son, and Co.

No. 38.—Extract from *The Times* newspaper of July 11, 1843:—"Lord Saxton, seeing his right hon. friend, the President of the Board of Trade, in his place, wished to ask a question. The House would remember that last year an alteration was made in the system on which the trade in foreign copper ore was carried on. Until that time, foreign copper ore was allowed to be smelted in bond; but, for the purpose of taking advantage of the peculiar facilities which this country possessed for the smelting of copper ores, various changes were made in the system by which the duties were regulated. The experiment had already proved the direct reverse of what had been anticipated; he, therefore, wished to know whether the attention of the Government had been directed to this question, and whether they considered they were bound by the arrangement of last year not to revise or re-consider the rate of duty imposed on foreign copper ores, if, on experience, it was found that the result of the duties so imposed had been to obstruct materially the smelting of foreign copper ore in this country. Mr. Gladstone, in answering the question of his noble friend, could only revert to the declaration which was made in the course of last session, when this very important and difficult question was under the consideration of the House. At that time it was admitted on all hands that there were very many interests involved in a right adjustment of the duties on copper, and the smelting of ore in this country. It was admitted to be difficult to predict beforehand what would be the precise effect of any changes which might be effected in the law. It was acknowledged that it would be necessary to watch the effect of those changes from time to time, in order that if any serious disadvantages might be found to arise from them the attention of Parliament might again be called to the subject, with the view of remedying the inconvenience. It was declared that the interests connected with the country of Cornwall, important on account of the capital employed, and the large population wholly dependent on the mines for employment—it was one object of the Government to afford every protection consistent with the circumstances of their trade; but, at the same time, it was simultaneously announced to them that it was deemed an object of great importance to the country, and the mining interests of Cornwall themselves, to retain the smelting of foreign ore in this country. These two objects, which were then declared to be important in the view of the Government—viz., the mining interests of Cornwall, and the centralisation of the trade of smelting copper ore in this country—were still kept in view. His noble friend had spoken of the inconvenience which had been sustained in consequence of the changes in the law; that objection, however, did not apply to the trade in general, but only to that part of which was carried on at Liverpool, so ably represented by his noble friend. With regard to the whole subject, he could only say, that he recognised it as one that called for continued and vigilant attention on the part of the Government. The changes made last year might be regarded in their details as merely experimental changes, but he could not contemplate any circumstances as likely to arise, under which it would be advisable to restore the system of smelting in bond."

Note.—The inconvenience is general, and not applicable to Liverpool only.

No. 39.—ABSTRACTS FROM PARLIAMENTARY DOCUMENTS.

Declared val. of Brit. & Irish expts. to Chili.	Year ending Jan. 5, 1835.	For cop. imp.
1837.....	£400,134	18,940 tons
1838.....	540,626	18,377 " "
1839.....	816,817	18,328 " "
1840.....	896,221	18,399 " "
1841.....	666,176	18,400 " "
1842.....	861,908	18,411 " "
1843.....	625,545	18,422 " "
1844.....	413,647	18,433 " "
1845.....	1,103,073	18,444 " "
1846.....	1,394,873	18,455 " "
1847.....	1,498,989	18,466 " "
1848.....	950,466	18,477 " "
1849.....	938,359	18,488 " "

No. 40.—Extract from a letter from Mr. Joshua Waddington, Valparaiso, 10th October, 1844:—"The miners here have petitioned the Government to allow the free importation of coal by foreign vessels to the different ports in Chili, with the view of smelting on the spot. The Government, in consequence, is taking the steps for information, and I have been asked many questions on the subject. This will show they are stirring up the matter, and the Government itself is evidently decided to reduce all to copper. Their own coal contains too much sulphur and iron—that is, the part on the surface; however, the mines are so far little explored, and a better quality may gradually come forward."

No. 41.—Extract from the same party, Valparaiso, 29th October, 1844:—"I notice your continued attention to the important subject of ores to be smelted in bond, or under a moderate duty. The Government, I hope, will eventually come into a fair arrangement, as it cannot be indifferent to what is passing. The French are busy inquiring about ores, but as yet they have no data to go on, and in my opinion they and the North Americans are waiting to see how the subject will be treated by the British Government. Many projects are also on foot, tending to smelt on the spot."

No. 42.—From July 5th, 1819, to July 5th, 1825, the duty on lead ore imported into Great Britain was 11s. 16s. per ton, and the quantities imported as follows:—viz., Duty, 11s. 16s. per ton.

Duty, 10s. per ton.			
1826	1603t. 6c. 1g. 37lbs.	1828	1076t. 7c. 0g. 9lbs.
1827	1120 11 3 27	1829	4620 14 0 8

After this the duty was advanced to 1*l*. 5s. per ton, and the imports were as follows:—viz., Duty, 1*l*. 5s. per ton.

Duty, 1 <i>l</i> . 5s. per ton.			
1830	11 <i>l</i> . 14c. 0g. 22lbs.	1837	36t. 10c. 0g. 22lbs.
1831	10 9 0 15	1838	9 17 3 22
1832	9 19 1 27	1839	7 9 2 3
1833	0 3 1 4	1840	29 16 2 12
1834	3 14 0 11	1841	142 13 0 9
1835	Nil.	1842	0 18 0 26
1836	20 8 2 26		

After this the duty was advanced to 11s. 5s. per ton, and the imports were as follows:—viz., Duty, 11s. 5s. per ton.

1830.....	11t. 14c. 0g. 22lbs.	1837.....	35t. 10c. 0g. 22lbs.
1831.....	10 0 0 15	1838.....	9 17 3 22
1832.....	9 10 1 27	1839.....	7 9 2 3
1833.....	0 3 1 4	1840.....	29 16 2 0
1834.....	3 14 0 11	1841.....	142 13 0 12
1835.....	NIL	1842.....	0 18 0 26
1836.....	20 8 2 26		

Immediately on the advance of the duty to 11s. 5s. per ton, steps were taken to establish smelting-works in Spain and elsewhere; and so successful were they, that we not only lost the whole trade in foreign lead ores, but are now successfully met in France, South America, the Mediterranean,

and other countries, with the various descriptions of manufactured lead from those works. In 1842, the duty was again reduced to 10s., but the reduction could not be maintained, it having failed to share back the trade—the imports of lead ore in the year ending Jan. 5, 1843, being 40 tons 5 cwt. 0 gr. 13 lbs.; and in 1844, 66 tons 16 cwt. 1 gr. 5 lbs. The Government has now determined to extinguish the duty altogether; but it will be of little avail, as the foreign smelting-works are now fully established and complete. The same fate awaits the foreign copper ore trade, if the present duties are persisted in. Not so speedily, probably, as was the case in lead, in consequence of the distance of the mines from this country, the greater difficulty in smelting them, and the operations of British merchants in conjunction with the miners; but the result will surely be the same.

No. 43.—*Concentration in Great Britain of Copper Trade.*—By the withdrawal of a large portion of the trade in copper from Great Britain, the operations in it will become much more uncertain, and the prices more fluctuating, with a constant tendency to fall, except at periods when the supply is unduly below the demand. This was strikingly illustrated in the lead trade in 1844, which is now largely participated in by the United States; and whose operations so unsettled it, that notwithstanding the largest consumption ever known in one year, prices kept continually falling. But, if the whole of the lead exported by the United States had passed through Great Britain, there is no doubt the price of the metal would have been considerably higher; for the fall in price was occasioned, not by any real excess of supply to the various markets, but by our ignorance of the extent of supply derived from the Americans. So it will be in the copper trade, when any considerable portion of it passes through other channels.

No. 44.—*Fluctuations in Price of Copper Ores.*—Previous to the admission of foreign copper ore to be smelted in bond, the standard price at which British ore sold in Cornwall has varied from 71s. (as stated before a committee of the House of Commons in 1799) in the year 1785, to 169s. 16s. in 1805, or 138 per cent. From 1829 to 1842 the standard varied from 90s. to 139s. 17s., or 55 per cent. From June, 1842, to the end of 1844, the standard has varied from 98s. 2s. to 116s. 19s., or only 19 per cent.

No. 45.—*On Imports of Copper Ores since 1842.*—The large quantity of Chilean copper ore imported in the year ending 5th January, 1844, must not be taken as a criterion of the ability of the trade to bear the present duty, but is, in a great degree, the result of previous advances made by British merchants to the miners, for proceeds of manufactured goods. The bulk of the trade being now carried on to a less, such advances will be more sparingly made in future, or, if made, the ore will either be smelted on the spot into bar copper, or exported to countries where they are admitted duty free. Besides which, all parties engaged in the trade have fully expected that the duties would be repealed, which has prevented prompt steps being taken to erect smelting-works abroad, and until such are erected, the ore must, of necessity, be brought to Great Britain. Already, indeed, the produce of bar copper in Chili is greatly extending, and, as a matter of course, its importation into this country—the imports in 1842 being 309 tons; 1843, 127 tons; 1844, 1401 tons. Should the imports of bar copper much increase, it will (as it is saleable in this country for foreign manufacture only) inevitably renew all the evils to our own manufacturers, of the differential prices between British and foreign copper, which existed under the old system of smelting in bond, and compulsory export of produce.

No. 46.—*Increase of Copper Ores raised in Cornwall.*—The quantity of copper ore raised and sold in Cornwall has been steadily increasing under the large importations of foreign ore. From the year 1820 to 1829, inclusive, the average produce of Cornwall in fine copper was 8874 tons per annum; and from 1830 to 1839, inclusive, it was 11,254 tons per annum. In 1844, the produce of Cornwall in fine copper was 12,000 tons or upwards; and there is no doubt but the produce of other parts of Great Britain has also materially increased.

No. 47.—*Foreign Ores beneficial to British Ores.*—The quality of the copper produced by the greater part of the foreign ore is very good, and especially that made from the richer ores of Chili. This, together with the facility of smelting the mixture of British and foreign ores, has considerably enhanced the relative value of British ores, especially those of low quality. Ores, for instance, raised in the Fowey district of Cornwall, which, previous to the introduction of foreign ores, sold at 7 or 8 per cent. under the average standard, now sell within 3 or 4 per cent.; and the poor ores of Ireland, which were formerly considered undesirable, are now eagerly sought after, and command comparatively high prices.

No. 48.—*Important to Shipowners.*—Import of foreign ores at present employs at least 60,000 tons of shipping. The carrying of Chilean ore is confined to British and Chilean vessels, almost entirely indeed to the former, for there is only one Chilean vessel engaged in the trade, and freights are consequently high. If this carrying trade was free to the vessels of other nations, which are constantly to be found in the ports of Chili and Peru, freights would be reduced materially. But, if the duty on the ore was repealed, this restriction as to carrying British bottoms would not be so much felt. It may be remarked here, that in France (where smelting works for the rich ore of Peru are already at work), vessels of every flag, except English, are admitted at the same moderate duty (about 10s. per ton) as those under the national flag.

No. 49.—*Export Trade with Chili.*—The export trade from Great Britain to Chili is important both to merchants and shipowners, for the great bulk of the Chilean trade is in the hands of the English, although other nations are making strenuous efforts to share more largely in it; but the principal impediment is their inability, for want of smelting-works, to take copper ore in return for their manufactures. The maintenance of the present duty, therefore, is highly impolitic, not only on account of the trade in copper ore itself, but also on our exports of manufactured goods, which is mainly dependent on it.

No. 50.—*Copper Ores necessary as returns for Exports.*—The produce of the Chilean copper mines forms the principal means of payment for British manufactures imported into that country, and on this ground alone it is highly important that the present duty should not be maintained; for when (as will inevitably be the case) any large portion of the ores are diverted into other channels, returns for goods must be made principally in silver, the value of which being thereby unduly increased, will entail a serious loss upon merchants engaged in the trade. This was exemplified in February, 1844, when, under a temporary suspension of shipments of copper ore, the premium on silver rose to 13 per cent.

No. 51.—PROTECTION TO THE BRITISH MINER.

Chili ore subject to the following charges on importation:—	
Carriage from the mines to the coast.....	£2 15 0
Freight and primeage.....	5 5 0
Export duty in Chili.....	0 10 0
Insurance.....	0 12 6
Preparing for sale and commissions.....	1 18 6

Total.....£11 1 0

per ton of ore, or 44s. 4s. per ton of copper.

Present value of a ton of ore, containing 25 per cent. of copper £18 5 0

Deduct charges as above.....£11 1 0

" duty, one-fourth of 6s. 6s. 1 11 6—12 12 6

Net amount.....£4 12 6

per ton of ore obtained by the Chilean miner for a ton of ore of 25 per cent. produce, and that he receives only 22s. 10s. per ton of copper, while the British miner receives 69s. per ton of copper.

No. 52.—*Encouragement of Smelting in Chili.*—The scale of duties, at present existing, falls with peculiar severity on the produce of the mines of Chili, and is a most powerful cause of extending the smelting trade in Chili itself; and that smelting has already greatly extended in Chili since the imposition of the duties, is proved by the increased imports of bar copper, both into this country and into France. The Chilean Minister of Finance is himself a smelter, and the Government, aware of the importance of the copper mines, and sensible of the burdens we have imposed on their produce, are affording every facility to individuals engaged in the trade, by admitting coals in foreign bottoms into the minor ports, and other similar measures. The high rate of duty is exceedingly impolitic with reference to these particular ores, for not only are they heavily taxed by the charges incident to their removal to this country, but their richness, fusibility, and the good quality of the metal they produce, render them peculiarly fit and desirable for smelting in countries where fuel is not so abundant and cheap as it is in Great Britain. It may be safely asserted that, if

to copper mining operations throughout the Union, as there would then be a ready market to all the American copper ore raised, without sending it to England to be smelted; and by amalgamating American ores with foreign, better copper (as to the temper and malleability of it), could be made than from any kind of copper ore only. Moreover, the copper made here could be sold cheaper than that which is imported, and insurance on the ocean to England, as well as on the land carriage, would be saved—indeed, independent of the duty on the ore (44s. per ton), and other heavy charges upon the importation of it into England, I think these are good and sufficient reasons for the establishment of copper works near New York, and coming, as they do, from one who was formerly engaged as a mineral broker in England, and is practically acquainted with the various operations of sampling, assaying, roasting, and smelting copper ores, they may be well worthy of the consideration of those who feel interested in the matter. The establishment of such works, independent of the great advantage they would be to the country, in a national and commercial point of view, would also be a very profitable investment of capital for those who might embark in the undertaking, and hoping soon to see them in operation. I remain, &c.

No. 25.—Extract of a letter from a Shipper to Messrs. Todd Naylor and Co., dated Coquimbo, 10th July, 1844:—"After the cargo of the 'Valparaiso,' I do not think you will receive 300 tons in the next six months in Liverpool and Swansea, from the three ports of Tumbay, Tortolilla, and Coquimbo."

No. 26.—Extract from a letter to Messrs. Brownells and Co., dated Valparaiso, 15th July, 1844:—"On referring to Swansea Ticket of the 9th March, we find that the standard was even lower than on the 5th July, 1843. We fear, therefore, from the great fluctuation apparent in this article, that shipments for the future will be materially checked, or rather almost entirely suspended, more particularly as we observe a growing disposition to smelt in this country. In regard to the duty we do not anticipate any immediate alteration, judging from your general remarks on this head, and that a decline of shipments seems to be the only remedy to bring it about. This may be more manifest in the present year."

No. 27.—Extract from a letter received by same, dated Valparaiso, 17th July, 1844:—"The reduction of duties on your side I consider for the present very problematical, if they are by the increase of ores, perhaps, a mistake may arise; for the shipments of this, as well as the last year, have, in a great measure, been kept up by the idea that the duty would be mitigated, or even withdrawn altogether. When this is overruled, the case may assume a different aspect, and certainly will be the cause of checking any extension which, without a duty, would, in all probability, have taken place."

No. 28.—Extract of a letter received by Messrs. Bibby and Sons, dated Florence, 10th August, 1844:—"We now write these lines in haste, to request you to procure us with the utmost dispatch a certificate from the Mayor, or some respectable authority, of the place near you where some copper foundry or smelting establishment exists, declaring that this establishment has not been productive of bad effects to the health of man or animals, or to the vegetation of plants, trees, or crops, in the neighbourhood of same. This certificate you will please have legibly by the Tuscan Vice-Consul nearest to the place, and forward to us immediately."

No. 29.—Extract of a letter received by Messrs. John Bibby and Sons, dated Florence, 12th September, 1844:—"Every fresh account which brings with it the said evidence of the fatal influence of the heavy duty on our ore, is in a mistaken notion they are acting upon—that rich ore cannot be smelted abroad—and the said evidence will flash upon them when it will be too late."

No. 30.—Extract of a letter received by Messrs. John Bibby and Sons, dated Leghorn, 6th November, 1844:—"The existence in Tuscany of an abundant pit of coal—fossil coal being now, after long controversy, ascertained—the company intend constructing a railway from the pit down to the sea coast. Could you be inclined to attend to the furniture of rails, &c., and to make tenders for the following quantities which are wanted for the present?—15,000 rails, first quality and fabric, every rail to be four yards long, weighing 25 lbs. English per yard; 15,000 cusions (I am not certain whether this is or not the technical term), second quality—perfect quality, the plan well levelled, the holes perfectly round, even, and legible; 25,000 ditto, as above, weighing 8 lbs. English each—delivered at the Mole of Leghorn, charges, commissions, &c. Freight (all in short) included and receivable alongside. The deliveries to begin in April, 1845, and to end in December, 1845. In case of your being disposed to attend to this project, I will, on answer, remit to you the design and sizes of rail, &c., which are by me."

No. 31.—Extract of a letter from Joseph Hegan, Esq., dated Liverpool, 29th November, 1844:—"Mr. Roux spent thirty-six hours with me this week, and I gather from him that several parties in France smelted Corocoro. He named 'Jumpy,' as one, and I think it was with this person that Roux has a contract to deliver for three years all the ore of the Corocoro ore, containing not less than 60 per cent. at 9s. 2s. per q. in Africa. Roux brings it in his own vessels at a freight of about 3s. per ton, and on all ores giving above 64 per cent. he divides the profit—say, he receives half the value of the excess. Roux's present contract gives him an exchange equal to 5s. per dollar, while any English house bringing the ore here would not realise as high as he paid Roux's prices in Peru and sold at those of Swansea."

No. 32.—A wealthy and influential house at Amsterdam has applied to Messrs. Todd Naylor and Co. for information as to the quality, cost, supply, &c., of copper ore from Chili, and have asked for samples of various parcels, having an intention of embarking in the trade.

No. 33.—Extract of a letter to Mr. C. Brownells, dated Valparaiso, 2d June, 1844:—"The system of smelting on hire into bars is well understood in this country, and most part of the bar copper produced in Chili is extracted by the miner sending his ore to the furnace and smelting them on his own account, allowing the owner four and five quintals of copper from the produce of every sixty-four quintals of ore. This is called Magallanes, and varies in the proportion, as the situation may be, and command of more or less fuel. The miner may either attend and take the produce of his ores, or take the produce at an average assay—the smelter giving him a promissory note to deliver the copper at one, two, or three months, as may be. This note he can sell in the market to parties who want bars; the general calculation is, that the smelter expends two and a half quintals value of copper in reducing sixty-four quintals of ores, and if he delivers his assay he has a further advance of 5 and 10 per cent., according to the ores."

No. 34.—Extract of a letter to Messrs. Todd Naylor and Co., from Huasco, 11th June, 1844:—"My Huasco friends bid me advise you that the reason why their promised shipments of regulus did not take effect per 'Columbian,' packet was, because the master of her, after taking in not more than half the quantity of ores he had asked for, declared his vessel sufficiently loaded. We have been left with a quantity of regulus on hand, besides copper ores in Herodotus and Chamuel, and having sold for the United States our remaining stock, we hardly know where we can make up another cargo."

No. 35.—Extract of a letter to Messrs. Anthony Gibbs and Sons, from Valparaiso, dated 14th September, 1844:—"The exploring of the coal mines in the south continues, and although as yet the produce is insignificant, general attention is gradually being drawn towards it, and no doubt, in the course of some years, the copper ores will be more economically smelted in this country than in England, at all events more profitably to the miners, who feel the pressure of your new law on the poorer ores. The only effect your law has had, as far as we can see, is to create a spirit of enterprise among the miners of Chili, which they did not before possess, as well as to extend their former limited smelting operations, which will enable the miner, in his double capacity, to supply copper marts on more reasonable terms than can be done via England."

No. 36.—Extract of a letter from Wm. Brown, Esq., Liverpool, to J. Wilson Patten, Esq., M.P., dated 9th October, 1844:—"I have conversed with some of the most intelligent copper masters and smelters in the kingdom, who assured me that, although sometimes they entertained great apprehension that the free importation of foreign copper ores would be exceedingly injurious to the trade, experience has convinced them of their error, and they now most anxious to get the high duty of 44s. per ton abolished. The importation of copper ores into the kingdom is comparatively re-estimated. It appears that England up to the present time holds in her hands the great bulk of the copper trade of the world, and if for not our misapprehensive protective duties would still be in a position to retain it. The large amount of capital employed and inserted in existing establishments, the abundance and cheapness of fuel, and the great proportion of copper, make it highly important to us. At this moment, a great proportion of copper smelted in this country is the produce of foreign ores; it will be idle to imagine that any measure by us for whatever object can destroy or even materially check the large foreign production; it will still continue and may increase; and by continuing high duties upon its importation here, we may, and undoubtedly shall, drive the proprietors of foreign ore to employ foreign capital, labour, fuel, &c. shipping to convert it into the manufactured article, or British capital and British skill may find their way to those places where the business can be carried on to the best advantage. The proportion exported is almost three-fifths, and only two-fifths consumed at home; the quantities of copper contained in the ores imported has never equalled the quantity exported, and consequently a considerable portion must be furnished by the British mines, and employed in smelting foreign ships in this country. Now, it follows, unless our Government will enable the copper masters to supply foreign ships and markets as cheap as they can get the article elsewhere, this important trade will be lost to us. We must not lose sight of our altered position, and that railroad and canal are concentrating the resources of other countries. France has coals in forty-one provinces out of eighty-five. The United States have coals of all kinds without end, and mining experience from day to day enables them to obtain them cheaper. Coals can be delivered at the pit mouth, near the Baltimore and Ohio Canal and Railroad, at 4s. 6d. per 22-lb. ton, and I am led to believe they are equal to the best bituminous coals. They find their way to Baltimore at a moderate expense, and are used for manufacturing purposes. Copper rolling mills have for some time been established there. To France, the United States, and elsewhere, foreign ore is now sent to be smelted, and they are extending their establishments. This foreign manufacturing tells against the owners of copper mines here as well as the smelters. So large a portion of English copper is exported that foreign competition reduces the price, and consequently prevents the copper masters from giving so much for English ores, and some of them found in English mines are so poor that they are much benefited by the admixture of richer foreign ores. It is, therefore, of the utmost importance to all parties that we should be placed in a position to retain this trade. Your own knowledge of facts connected with this business must make you perfectly aware that, as it now stands, the owners of the mines, the miners, the smelters, the colliers, the shipowners, the merchants, and all others connected with it, are sufferers."

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Tincroft Mines, April 1—I beg to hand you, for your annual meeting which will take place on the 9th inst., my report of the progress made in exploring the different lodes in these mines during the past year, the success attending our efforts, with the present state of the property, and a statement of the accounts, but our progress has not manifested itself during the past year as in the preceding (which was very much) rapid; this, however, may, in a great measure, be accounted for as follows—1. By the alteration in the sale of copper ore from private contract to public ticketing, but eleven months' ore will be taken into this year's accounts (unless the sale of last Thursday, from the computed quantity, be added)—that would make a difference in favour of the present accounts of \$428, 75. 6d.

2. The depression in the standard of copper ore for the last year, when compared with former years, has caused a small quantity of copper ore in each year being very nearly alike. 3. The misunderstanding between the miners and the owners, as regards, as to drawing the water on Highburrow lode, has prevented us from raising and selling at least 3000. worth of tin and copper ore per month; 1000. per month would have been profit, as the difference in the monthly cost would be trifling beyond what it has been; so, for the twelve months, would be 12000. in favour of the accounts. These things, together, would have enabled us to give another dividend of 30000. in a short time; however, the depression in the price of copper ore, for the present, as we have said, has caused us to raise, which very likely will be sold at a higher price, would be a more favourable opportunity. Besides, during this interval of suspension, we took the opportunity to give our large draught engine a thorough repair, which, with new cast-iron box and some other castings, was absolutely necessary, cost upwards of 4000. Our surface operations have also been attended with great expense, making new ore floors, dressing sheds, fixing tramroads, &c. &c. I merely make these remarks, to show that the falling off in the dividends have not been caused by any want of success in the working of the mines. I will now proceed to a detailed statement of the ground laid open by sinking the shafts, and the progress made, &c. since your last meeting. The new engine—shaft has been sunk 7 fathoms, which makes it, to the end of February, about four fathoms below the eighty fathom level; we expect to get it to the ninety in three months; the underlay of the lode, being less than the regular underlay of the shaft, we have kept it standing to the south, rather expecting to find it in the shaft again as we sink, it being subject to changes in the underlay, which is the case in all the shafts. This shaft has been sunk to the South Tincroft lode (also since last meeting) 42 fms. 5 ft. This shaft is now held to be the same as the old shaft, and the twelve fathoms it has laid open ground that will work at a moderate tribute. Palmer's shaft has been sunk on East Pool south lode 13 6, and is still in course of sinking below the sixty fathom level; we expect to get to the seventy in four months from this time; at or about the seventy we expect to meet with East Pool north (or main) lode, as this lode on which we are sinking contains some ore, and is gently approximating to a larger and richer lode; we are calculating on an improvement at the junction: Palmer's shaft has been sunk 10 fms. 6 in. below the eighty fathom level, and the abundance of the water; it will be resumed in a summer, and we expect during the present season to hold it to the thirty fathom level. North Tincroft shaft has been sunk

Mr. STAINSBY said, he wished, before the meeting separated, to make observation respecting a tract of ground immediately to the south of the pier, which it was intended to work under the name of South Polaris, two sets of which have been taken for the purpose.

	In the year 1842	In the year 1844.
Wheat.....bushels	610	1,389
Barley.....do	1,487	2,082
Oats.....do	7648	11,503
Rye.....do	129	178
Indian corn and peas.....do	63	108
Potatoes.....do	1,1079	1,714
Beet and turnips.....do	2032	3,021
Hay.....tons	248	437
Cattle.....do	930	549
Horses.....do	84	65
Sheep.....do	192	337
Pigs.....do	109	5
New land cleared.....do	408	452
Land sown and ploughed.....do	180	180

while the upset price of Crown lands has been reduced nearly one-half, which ought to have been accompanied in fairness by an abatement of the contract price exacted from the company, the entire purchase-money of their tract has been made over to the treasury of the province, without any provision for the outlay of the smallest proportion of it in aid of the company's efforts and expenditure in making their tract available for the residence of respectable settlers. Appeals to the House of Assembly of the province, the recipients and distributors of the large British capital which has been thus made over to their treasury, have been hitherto ineffectual. In illustration of these statements, it may be observed that, while the local Government received from other public land sales, between 1838 and 1842, the sum of 18,912*l.* only, this company paid into the provincial treasury no less than 28,610*l.* With regard to operations for the present year, the directors had authorised Captain Hayne to make good the road from Stanley to Taymouth, nine miles to the point of junction with the province road to Fredericton; the further cost of which would amount to about 160*l.* The directors expect, also, that a post-office will be opened this season at Stanley, and a stage conveyance for passengers and parcels established, to run between Stanley and Fredericton twice or thrice a week. The two combined will much facilitate the business and correspondence of the actual residents, and open an easy communication for emigrants from England; but they are obviously dependent on completing a good post road. A survey of the whole line from Halifax to Quebec, passing through Nova Scotia and New Brunswick, has been proceeding, during last season, by order of Her Majesty's Government. Should the Government be prepared to carry

above line be taken, this company should actually proceed to carry out a settlement at the proposed Government bridge, State Island. In further testimony of the generally prosperous state of the company's settlements, Captain Hayne's letter, of the 11th November last, stated that every man of steady habits, who has been at work, in the neighbourhood of Stanley, for the last two years, has purchased land. In conclusion, the directors took this occasion to state, that the advantages held out by their town and settlement of Stanley, were becoming better known and appreciated. In the province itself several persons have joined the settlement from other places, while emigrants from England, accustomed to settled habits of life, find there society and many conveniences not usual in new settlements—viz., a good road communication twenty-four miles only between Stanley and the seat of Government at Fredericton; a bridge; corn and saw mills; a church and resident clergyman, supported jointly by this company and the "London Society for Propagating the Gospel"; a Roman Catholic Church, for the use of persons professing that creed, the establishment of which has also been aided by this company; an able medical man; two stores, for shop goods; a school, established and supported by the inhabitants; to which will be added, this year, a post-office and stage conveyance. The state of the company's cash assets for the year 1845 would probably be as follows:—viz., balance at Messrs. Williams, Deacon, and Co.'s, at 31st December, 1844, 552*l.* 13*s.* 3*d.*; arrears of calls which can be relied on, about 67*l.* 6*s.* 9*d.*; total, 1,228*l.*; deduct balance expenditure in London for 1845, as estimated, 600*l.*—leaving estimated surplus, 31st December, 1845, 628*l.*, against which there was an outstanding debt due to the company's bankers amounting to 1000*l.*

The CHAIRMAN then proposed the re-election of the following gentlemen as directors—namely, John Moxon, T. P. L. Hallett, S. E. Magan, J. W. Ogilvie, and Thomas Potts, Esq.; and that of Henry Bruce, Esq., as auditor.—Mr. G. SEWELL seconded the motion, which was agreed to unanimously.

The SECRETARY (Mr. Aggas) then, at the request of the Chairman, read Captain Hayne's letter, which accompanied his report.—The balance-sheet was laid on the table for the proprietors; but copies of it had been previously sent round.—Mr. Kew alluded to the injurious effects likely to arise to this company from the export duty on timber.—The CHAIRMAN said, it applied to all other landed proprietors, as well as to this company, and then only if they cut the timber down; they would not pay the tax without, of course.

The CHAIRMAN then moved that the report and accounts be received and adopted, which was seconded by Mr. SEWELL, and agreed to unanimously.

It being two o'clock, the meeting was made special, for the election of two new directors, one in the place of the late George Palmer, Esq., deceased, and the other in the room of Henry Blanchard, Esq., resigned.—The CHAIRMAN regretted the loss of Mr. Palmer, and also the resignation of Mr. Blanchard. In the place of the former, he proposed that Richard Godson, Esq., M.P., be one of the new directors; and, in place of the latter, P. Gowan, Esq., who was one of the largest proprietors in the company.—Mr. Kew seconded the motion, which was agreed to unanimously.—Several proprietors were desirous that the chairman (Mr. Moxon) should fill the vacant office of governor of the company.—The CHAIRMAN thanked them, but said that it had been fully arranged that Mr. Godson, M.P., should fill that office.—Mr. SEWELL said, he dare say they would all be unanimous in appointing the chairman deputy governor.—Mr. R. Godson, M.P., was then appointed governor of the company, and Mr. Moxon (the chairman) deputy-governor, unanimously.—The CHAIRMAN alluded with pleasure to the annual expenditure abroad and in London, as mentioned in the report; the charge for salaries had been gradually reduced from 2100*l.* down to about 900*l.*, the sum anticipated for 1845. He was happy to say, that the business of the company was now increasing, and, if it went on to any great extent, they might find it requisite to make some increase under that head.

Mr. OGILVIE said, the export duty on timber was much complained of, and he understood it had been placed on against the advice of our Government.—The CHAIRMAN replied, that this Government was obliged to sanction it, if the Colonial Government found that they could not do without a further revenue of 5000*l.* or 6000*l.* a year. He thought they would be able to find out some other source of revenue, for this export duty had been found to be injurious to the trade of the province with the West Indies and other parts.—A DIRECTOR thought it was a most impolitic duty.—Mr. SEWELL hoped that some memorial would be made to the Colonial Department, in relation to the high terms the company had paid for their lands, whilst the Crown lands were now selling at a reduced price of one-half. He would like to know if any application had been made to the Colonial Department on the subject, for he thought they were entitled to something like redress?

The CHAIRMAN stated to the meeting, that a deputation of the directors had very recently had an interview with Lord Stanley on the subject of the military road which the Government are about to carry out from Halifax to Quebec, through the province of New Brunswick, when they represented to his lordship that, in case Her Majesty's Government had resolved to convert this road into a good post road, capable of carrying the mails at seven miles an hour, that a great expenditure per mile would be incurred in labour and materials, and that, in their opinion, the Government would find it more economical, and, of course, much more useful to the public service, if a single line of railway were to be laid down instead; to which his lordship replied, that the measure was not yet matured, but that he believed the intention of the Government was merely to continue, through the province of New Brunswick, the present line of military road from Halifax, which terminates at Fort Cumberland. The chairman also stated, that the deputation had taken this occasion to enforce on his lordship's attention the claims which the company had on the consideration of the House and Colonial Government; to which his lordship replied, that he considered it inexpedient to interfere in the annual grants of the House of Assembly of New Brunswick, as the mode in New Brunswick did not allow of the presentation by the general Government of an annual budget, according to the practice in England and Canada.

Mr. SEWELL said they sold in lots of fifty acres, if required, and could select the lots.—A DIRECTOR thought that, if they did, it would turn out ultimately to the advantage of this company.—The CHAIRMAN said it was asked how they could make sales at 5*s.* per acre, when the Crown sold below that price. It was, however, more for the interest of the purchaser to pay 5*s.* for the company's land, because he had the advantage of a bridge, roads, mills, school, and church, and a well inhabited settlement.

After some further discussion among the proprietors, Mr. SEWELL moved a vote of thanks to the chairman and directors. He thought they should express, not only their entire confidence in these gentlemen, but also their gratitude, if they only recollected the great exertions they had made for the benefit of the company.—Mr. BRUCE seconded the motion.—The CHAIRMAN, in returning thanks, took that occasion to state to the proprietors, that the directors were of opinion the time was now fully arrived (the improvement in the company's finances also permitting of the experiment) when some more active measures should be adopted, for giving a decided impulse to their settlements, by communicating more directly than they had hitherto done with persons intending to emigrate from many of the agricultural districts. With this view, the directors were much inclined to think that they ought to avail themselves of the chief commissioner's advice and assistance, by authorising him to come home for about four or six months, towards the close of the present season, as his experience, during nine years passed in the province, would naturally give him great weight in all communications with parties intending to emigrate.—The meeting then adjourned.

THE GREAT WELSH MINING CAUSE.—The long-litigated case of Malins v. Price will, it is expected, be re-argued before the close of the present month. From an inspection of some excellent plans, illustrative of the subject in dispute, it is surprising how a doubt could ever exist, much less any cause for extending the argument, as before, over two or three days.

IRON TRADE IN AMERICA.—The iron trade is assuming a similar brisk appearance in the United States to that which it is enjoying in this country. We learn that three new furnaces are about being erected in Bloom township, and that the Mount Iron Company, of Danville, will add another furnace to their works during the approaching summer, when there will be eleven anthracite furnaces in blast in Columbia county, Pennsylvania, capable of turning out, on an average, about 600 tons of iron per week. We also learn, that the company who now own the immense mass of iron ore known as the "Iron Mountain," have commenced operations in the erection of furnace, and will, in the course of the present year, be fairly under weigh; they have, it is said, abundant capital for the erection of intended extensive works.

Original Correspondence.

PATENT GALVANISED IRON COMPANY.

SIR,—With reference to the letter of "T. Morgan, jun., Cheltenham," which appeared in the last Number of your Journal, I beg to state, that no such person is, or ever has been, a shareholder in, or in any way connected with, this company. I must request the favour of your inserting this communication in your next publication.—April 7. S. VINCENT, Sec.

P.S.—As your fictitious correspondent inquires the price of shares, it may be satisfactory to him to learn that the 10*l.* shares are selling at from 1*l.* to 2*l.* premium.

[We readily give insertion to Mr. S. Vincent's letter, regretting our correspondent, whose letter appeared in last week's Number, should have misled us. From the quarter, however, from which it was received, we think there must be some mistake, which we hope to rectify before our next publication.]

VICTORIA IRON WORKS.

SIR,—Having observed of late several articles and letters in your valuable Journal, on the subject of the Victoria Works, and with reference to the transactions of the Monmouth and Glamorgan Banking Company, as connected with them, I trust that you will give insertion to the following inquiries, in the hope that they may elicit satisfactory information:—To shareholders in the Monmouth and Glamorgan Bank, it is desirable to know whether the directors of the above-named banking company are about to procure a lease of the above-mentioned works, and involve the shareholders in the risk of a mining speculation? Should this be the case, will it not be incumbent on the shareholders to apply for an injunction to the Court of Chancery to restrain the directors of the bank from embarking in such speculation? A SHAREHOLDER.

April 7.

THE LIFE BOAT.

SIR,—By your descriptive account of Dr. Bevan's life-boat, it appears that there is a provision for the purpose of preventing her being capsized, namely, by weighting the keel; now this is the very thing I have all along insisted on, and for this end a similar provision is to be found in the life-boat I have long ago proposed. So, I have lived to see this to be a condition considered essential to the very being of a life-boat. I never doubted this, though when at Falmouth, several years ago, it was asserted as necessary that a life-boat should capsize and right again, though the why or wherefore I never could comprehend; and the double catastrophe at Scarborough, attended in both cases with a great loss of life, fully substantiates my position. These "life-boats" capsized indeed, but there was no provision for their being righted again—that seems never to have entered into the calculation of the person who constructed them, though one would naturally suppose a very important item. J. MURRAY.

Hull, March 24.

THE EXPLOSION AT WEST MOOR COLLIERY.

SIR,—Another of those terrible and too frequent catastrophes—explosions in coal mines—occurred on Thursday evening last at West Moor, wherein ten human beings perished [a full report of which is given in another column.] In glancing at the plan of that coal-pit, as given in *The Newcastle Journal*, it must be obvious to every one at all conversant with the principles of a safe ventilation, that in this pit these principles are set at defiance. The evidence on the inquest, though a very curious one, is of a piece with the rest—an echo of that adduced on similar occasions. Crooks, the master wasteman, "cannot account" for the explosion, as the late Mr. John Buddle said, in reference to the explosion at Wall's End; and when he was in the pit, "she was quite in a safe state"; and, furthermore, this colliery "has always been considered a safe one for the workman." Cleghorn "had a Davy lamp"—albeit, "the pit was all right, and the air perfectly free"; and the "pit considered a safe one to work in." To the same effect is the evidence of Bowmer, overman—"everything was in good order, and safe and well all the way"; also, it was to him "quite unaccountable how the accident occurred." "The stoppings, doors, and brattices, were all good, and in perfect order, and the air-course quite free." John Wales, a viewer, admits Davy lamps were used "to prevent the men being burnt by partial discharges of gas" and, then, the cuckoo song—"it is impossible to arrive at any opinion as to the cause of the explosion." Accordingly, Mr. Coroner sounds forth the usual *pean*, that "every care had been taken in the ventilation of the pit"; and that the said West Moor Colliery is, as a matter of course, "one of the best ventilated mines in the district." The whole affair appears to me to be a downright juggle, and the identical language, almost to the *ipsissima verba*, of the several members of the evidence, appears to me as if they had diligently copied the same paragraph, and delivered it *memorata*. Like the Haswell Colliery, this seems to be the paragon of pits for perfect ventilation and freedom from gas.—*Qualem decet esse sororem*. The sum of the whole matter is this:—These wholesale dungeon destructions, somehow or other, happen in the best ventilated and the best worked collieries in the north. If this be the fearful character of the best, what must be the frightful state of the worst? And is the public to be incessantly insulted by these outrageous assaults on common sense and simple reason?—April 9. J. MURRAY.

SIR,—The cause of the late melancholy accident at Killingworth was attributed, in the inquiry before the coroner, either to the neglect of the doors, or to a sudden discharge of gas—the ventilation, when Gleghorn left his work, having been proved to be perfect, and free from gas. I beg to acquaint you, for the information of your readers (as it is extremely desirable, in such sad cases, to obtain the correct causes of such accidents, with a view to their prevention in future), that, since access has been obtained to the workings, it has been ascertained, that a sudden and great discharge of gas, or a blower, had burst away, between the time of Gleghorn leaving his work and the other men returning (about three-quarters of an hour), and which, it is supposed, had ignited at the candle of the boy (Hindmarch), who, it appears, had been in advance of the men going to work in the headways, where Gleghorn had been working. Killingworth, April 9. NICHOLAS WOOD.

MINE ACCIDENTS.

A fearful Colliery Explosion at West Moor.—A fatal colliery explosion occurred in the West Moor Pit (the property of Lord Ravensworth), on Thursday, the 3d inst., which unhappily has been attended with the loss of ten lives. The first intimation of the accident was given by two men, hewers, who had left their work, in the north-eastern headways, where the explosion is supposed to have originated, and had just come to bank. The explosion, to use their own language, "came back upon them"—that is to say, the air in the workings, being forcibly expanded, rushed along the drifts to the mouth of the pit, carrying with it the loose particles of coal dust, called by the pitmen "stour," and the appearance of which, under such circumstances, is regarded as a sure indication of an explosion. As usual, in such cases, there were not wanting those who were ready to descend in the mine to rescue, if possible, any who might still survive, but such was the state of the air in the mine, that to do so with any degree of safety was utterly impracticable for some hours. A continuous stream of water was directed down the shaft, and that had the effect of purifying the atmosphere, so as to admit of the men descending. As soon as this was practicable, every part of the drift was carefully explored, till at length they succeeded in finding the bodies of eight men, two only of whom were alive, and, on the proper means being resorted to, placed out of danger; four other bodies were afterwards found—making, in all, the number we have above mentioned. At the inquest, which has since been held, it appeared that, to within an hour of the explosion, the air was apparently perfectly free, and the pit safe. One man deposed that he was in the pit on the morning of the accident, and it was quite in a safe state when he went through the workings and into the waste, and the current of air quite free and good. All the stoppings, doors, and brattices, were found good and perfect. That there is a good current of air through the workings so good, that in some places the candles have to be sheltered by a piece of deal or plank, sometimes the men using their shovel for that purpose. The pit was generally considered so well ventilated that it was not thought necessary to use Davy lamps, though, if any men are working in the return air, it is deemed prudent to have the lamps, and they are always used there. The men that were at work in the pit at the time of the accident were hewing the whole coal in the winning headways, which are turned out of the main level, about a mile and a quarter from the shaft. In hewing the whole coal, sometimes a blower comes off unexpectedly, and which cannot be avoided or guarded against, as it may occur in a moment. It is in the whole coal generally where the gas is generated. Every care is taken to keep the pit free from gas and in a good working state. None of the stoppings were down before this happened, but some of them have been thrown down by the explosion, where the men were working. Some of the men have been killed by the after damp. This witness further stated that it was about a year and a half since any of the workmen were killed by the pit firing, such accidents being very unusual in the colliery, which has always been considered a safe colliery for the workmen. When troubles are met with sometimes gas comes off, and in such cases Davy's are used by the men to prevent danger, but in the present case there were no troubles to occasion an explosion of gas where the men were working, and he could not possibly account for the explosion.—Another witness

deposed to his having left the pit only three-quarters of an hour before it fired; he had been working in the headways, at the place where the other men were working. When he came away the pit was all right, and the air perfectly free. He was working in the whole coal, and had a Davy lamp which is always used by the hewers in the headways to guard against any accident by the gas coming off. It occasionally occurred that a blower of gas takes place in the whole coal at the headways. At this place there was sufficient air, but they could not guard against gas coming away. In the stone drift and the water level drift which the men travel along to their work, candles are used, there being always sufficient air to enable them to burn with safety. He had worked in the colliery for three months, and never knew any gas come away before. The pit was considered a safe one to work in, and generally free from gas.—As the accident is likely to elicit very general attention, and as the subject is of such deep importance as to warrant the minutest investigation, we give the evidence of the overman and viewer of the colliery in detail. The former, Joseph Bowmer, deposed: I am the overman of the West Moor Colliery. Went down the pit on Thursday morning about two o'clock. My duty is to see that all is right and safe in the pit. I went through the workings to the first board with two deputies, where I left them, and appointed to meet them again near the place where the men were working in the north headways. Went and met them there. At this time everything was in good order, and safe and well, all the way. The stoppings, doors, and brattices were all good, and in perfect order, and the air-course quite free. I expressed to the men that they had a very nice air that morning. Sometimes the air is so strong as to cause the men to complain of the cold. Where the men that are lost were working, it is all whole coal, and there cannot possibly be any gas there but what comes off by blowers from the whole coal. This is occasionally the case, but it cannot be guarded against. At the north headways the seam rises about one foot in four, and if there were an escape of gas, which was not carried off by the air, it being so much lighter than common air, it would naturally accumulate at the face of the coal in the headways. But, still it is unaccountable how the gas could fire there, as the men were working with Davy lamps at the headway. At present, we have not yet cleared away to get access to the precise spot where the missing men were working, and are expected to be found. It is to me quite unaccountable how the accident occurred, as every care was taken to avoid danger. The pit was in as good a state that morning as I ever knew it.—John Wales: I am the viewer at West Moor Colliery. Where the missing men were working there were two headways, of about 100 yards in length. On an explosion happening, they are so confined, that coming from that part, it would be like the exploding of a gun, from its being confined to so limited a place. There was not sufficient extent of workings for the gas to expand. More extensive workings might have allowed the air to expand, and so have prevented so much damage being done to the pit, but it would not have produced such an admixture of the common air as would have prevented an explosion. At present, it is impossible to arrive at any opinion as to the cause of explosion. The probability is, the gas must have come away by a blower, or the doors must have been neglected so as to interrupt or divert the current of air. These doors are all double, as a precaution; when one is open, to allow the rolleys or trams to travel, the other is shut, so as to keep the air steady in the working part of it. Every care is taken, and no expense spared, to keep everything in perfect order, for the safety of the men in the pit. The headways are never considered dangerous to go into with candles; they are what are called exploring drifts. But we sometimes come to slips in the coal, and we use lamps on that account, besides the current of air is so strong that candles could not be used. The gas might be carried along by the air till it came to where the candles are used, and so explode. Lamps are used, also, to prevent the men being burnt by partial discharges of gas, by raising their candles unguardedly. The slip in the coal is a place where the gas is commonly generated, but the air is so good that there is very little risk of accident, except something extraordinary occurs.—The Coroner observed, that the evidence clearly proved that every care had been taken in the ventilation of the pit. The witnesses all stated that it was impossible to guard against blowers coming off from the coal—that no human foresight could prevent it. How the accident had occurred must, in some degree, remain unexplained. This was one of the best ventilated mines in the district; and every precaution was taken to prevent accidents, but with all their care they would happen. It was satisfactory to know that the owners of the colliery spared no expense for the saving of the men's lives, and he was quite aware that when any neglect did occur on the part of any of the workmen, they were immediately discharged from the colliery. Under these circumstances, he did not know that the jury could arrive at any other conclusion than that these men had been accidentally killed by the firing of the pit.—The jury accordingly returned a verdict of "Accidental Death."—[To elucidate the above statements yet more completely, we will give a brief description of the mine, and shortly recapitulate the circumstances attending the explosion. From the bottom of the shaft, what is called the stone drift runs in a south-westerly direction about 900 yards, to the water level, and then three coal drifts branch off along the level, in a direction about south-east, for about 1100 yards, from which point a couple of headways are driven into the solid coal about 800 yards to the north-east. The explosion is supposed to have originated at the very extremity of these headways, in the manner we shall afterwards describe. The shaft, it should be stated, is both a downcast and upcast, it being bratticed down the middle. The air to ventilate the district, therefore, would have to descend on one side of the shaft, pass along one side of the stone drifts above described, then along one of the coal drifts, and so to the extremity of the headway against the face of the solid coal, whence it returns on the other side, ventilating various boards in its progress to the shaft, which it ascends on the other side of the brattice from that on which it descended, and so escapes into the atmosphere. The direction of the current is regulated by stoppings and crossings, as well as brattices; and, when it is found necessary to pass from one air-course into the other, trap-doors are placed in the stopping of the boards connecting them. These trap-doors are generally double, so that only one being open at a time, the current of air is not diverted during the passage of the trams. Two of these doors are placed in the headways above described, about 100 yards from the face of the solid coal, and their purpose is to direct the current of air to the extremity of the headways against the coal. If these doors were neglected—that is to say, if they had both been left open for any space of time—the current of air, instead of going to the extremity of the headways, would pass through these doors, and that might cause an accumulation of gas so rapidly in the headways, next the solid coal, as very probably to occasion an explosion. For, as far as can be at present ascertained, the explosion originated there either from the current of air being diverted, or a sudden exudation of gas from the face of the coal, or, perhaps, a slip in the coal, such slips being highly dangerous from the quantity of gas they usually contain. All this is at present, however, mere conjecture, and will, probably, ever remain so. The seam of coal, it may be stated, into which the headways are driven, rises one foot in four, so that the end next the solid coal being the highest, the gas would accumulate there, unless driven off by the current of air. The men employed at this place use Davy lamps, but candles are used by the trappers only a short distance from where the men work. Lamps, however, are not used because candles are dangerous, but only as a precaution against the sudden exuding of gas from the solid coal, and also because the current of air is so strong as to blow the candles out. This is also the case in other parts of the mine and to obviate the inconvenience, the men, as stated by one of the witnesses examined, and whose evidence we have given above, are in the habit of placing pieces of plank, and sometimes their shovels, so as to protect their light. All this is advanced to show that the ventilation of the mine was good.]

St. Helen's.—H. Kay was killed by an explosion of fire damp in one of the pits belonging to Messrs. Caldwell, Speakman, and Co., at Gerard's-bridge. Tower Hills Colliery, Staffordshire.—T. Carter was killed while at his employ. Green Colliery, near Glasgow.—J. French was killed by a fall of roof. Stalybridge.—T. Pearson was suffocated while attempting to drive out the foul air in one of the levels at the Rabbit-hole Coal-Pits.

Charlestown United Mines.—As three miners, named Colmer, Hocking, and Bone, were tamping a bare underground, it went off, and ignited some more powder that was in a barrel close by.—Colmer was blown to pieces, Hocking was dangerously wounded in the head, and Bone (being fortunately absent at the moment) escaped uninjured.—Colmer's father is an agent in the same mine.

United Hills Mine.—As W. Dabb was blasting a rock, the charge prematurely exploded, and blew the poor man's head off.

QUICKSILVER IN SPAIN.—A letter from Grenada mentions that a quicksilver mine, which is being worked at San Nicolas de Bari, in the province of Almeria, bids fair to yield a rich return; fifty arrobas of the ore (the Spanish arroba is 25 lbs.), which had been submitted to Don Francisco de Paula Montell, Professor of Chemistry, had produced 12 lbs. of mercury, which gives 1 per cent; and it is stated, that, besides 1600 already got up, there were, according to accurate calculation, at least 25,000 arrobas more in San Nicolas mine—the ore extending to a depth of forty varas (about 110 English feet).

VALUABLE DISCOVERY AT BROWNLEY HILL.—Messrs. Walton, Shaw, Whaley, Welford, and Co., have cut one of the richest veins of lead in that celebrated old mine, Brownley Hill, situated on Alston Moor, which must greatly benefit the district, enrich the owners, and remunerate the landlords.

MANUFACTURE OF STEEL.—The Richmond Compiler states that the Virginia Legislature has granted certain privileges to Mr. Broadmeadow for the manufacture of steel. The Compiler says it is made on a new plan, for which Mr. Broadmeadow received a patent in June last, for the whole of the United States, for fourteen years. The saving in this process is so great, and the minerals in this state so well suited for the purpose, that there seems no doubt that the iron ores of this state, when converted into steel, will be transported to Europe, and sold at a profit in the English market, that now supplies the whole world, and the United States made independent from her own resources. The quality of steel made on this plan has given such satisfaction in New York, that one house has given a written order for two tons per day.—*Philadelphia Public Journal*.—[The specifications of Mr. Broadmeadow's patents were printed entire, and illustrated by drawings, in *The Mining Journal* of Nov. 20, 1844.]